

Oklahoma Turnpike Authority

*Comprehensive Annual Financial Report
For The Year Ended December 31, 2008*



*A Component Unit of the
State of Oklahoma*

**COMPREHENSIVE ANNUAL
FINANCIAL REPORT
For the Year Ended December 31, 2008**



Oklahoma Turnpike Authority

A Component Unit of the State of Oklahoma

Oklahoma City, Oklahoma

Prepared by the Controller Division

About the OKLAHOMA TURNPIKE AUTHORITY

The Oklahoma Turnpike Authority (OTA) is an instrumentality of the State of Oklahoma created by the State Legislature by statute in 1947 for the purpose of constructing, operating and maintaining the Turner Turnpike. In 1953, the original purpose was statutorily redefined to allow the construction of additional turnpikes and to change the Authority’s membership to include a representative from each of six Oklahoma districts specifically defined in the OTA’s bylaws and Oklahoma Statute. These changes were ratified by a statewide referendum in January 1954.

The Oklahoma State Legislature has the exclusive right to authorize turnpike routes. Subsequently, the OTA has the responsibility to complete engineering and economic feasibility analyses of the authorized routes before any turnpike can be constructed.

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission.

All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Since inception, the OTA has provided essential, convenient, cost effective and safe roadways to its patrons.

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**Turner Turnpike
Six-Lane Section**



Cimarron Turnpike





H. E. Bailey
Turnpike

Bridge deck
removal



H. E. Bailey
Turnpike

Channel clearing in
preparation of new
substructure work

H. E. Bailey Turnpike

Crane moving steel
reinforcing cage for
placement in new
bridge substructure





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April 30, 2009

To the Honorable Brad Henry, Governor
Oklahoma Turnpike Bondholders and
Citizens of the State of Oklahoma

On behalf of the Oklahoma Turnpike Authority (OTA), we are pleased to transmit this comprehensive annual financial report (CAFR) for calendar year 2008. The Controller Division has prepared this CAFR in accordance with accounting principles generally accepted in the United States of America. Responsibility for both the accuracy of the data and the completeness and fairness of the presentation, including all disclosures, rests solely with the OTA.

Management of the OTA is responsible for the establishment and maintenance of internal accounting controls that have been designed to ensure assets are safeguarded and financial transactions are properly recorded and adequately documented. We have established an internal control structure designed to achieve these financial objectives. We believe that the data, as presented, is accurate in all material respects and that it presents fairly the financial position and results of the OTA's operations.

This report is presented in three sections. The Introductory Section contains a general overview of the OTA, the local economy and the OTA's major initiatives. The Financial Section contains the independent auditor's report, the Management's Discussion and Analysis (MD&A), the basic financial statements, notes to the financial statements and other supplementary information. The MD&A is a narrative introduction, overview and analysis to accompany the basic financial statements. Readers are encouraged to review this information. The Statistical Section provides selected comparative, multi-year comprehensive annual financial and demographic information.

An audit of these financial statements has been performed in accordance with generally accepted auditing standards in compliance with the requirements of Section 711 of our Trust Agreement. The required audit has been performed for the year ended December 31, 2008 by the OTA's independent auditors, Grant Thornton LLP.

PROFILE OF THE OKLAHOMA TURNPIKE AUTHORITY

The OTA is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic, created by statute in 1947 to provide an alternative means of constructing necessary State roadways without further straining limited State highway funds. The OTA is authorized to construct, maintain, repair and operate the Turnpike System, which presently consists of ten turnpikes covering approximately 605 miles. The OTA enhances the State's transportation network by providing an effective and efficient means of travel without straining appropriations. No tax appropriations are directly received by the OTA; operations and debt service are funded by toll revenues. Only the traveling public, which includes out-of-state travelers, who utilize the roadways pay the tolls. Turnpikes serve Oklahoma as a mechanism for building and using roads now but gradually paying for the roads as they are used. The OTA is similar to a public utility, providing a needed basic service at a fee that yields a return to its bondholders (investors). The OTA must generate sufficient revenues to operate and maintain its roads at a high quality, as well as provide for debt service payments to its bondholders.

The Oklahoma Legislature has sole discretion to authorize projects considered for construction by OTA, with approval from the Oklahoma Department of Transportation. Turnpike Revenue Bonds or Refunding Bonds may be issued for the purpose of paying the costs of turnpike projects or refunding outstanding bonds. Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with all rules and regulations of the United States Treasury

Department and the United States Securities and Exchange Commission. All OTA debt is issued in accordance with the Trust Agreement dated February 1, 1989, as amended. Turnpike Revenue Bonds are payable solely from the tolls and other OTA revenues and do not constitute indebtedness of the State.

The OTA's governing body (the Authority) consists of the Governor (ex-officio) and six members. The members are appointed by the Governor and approved by the State Senate. They serve eight-year, uncompensated terms and may be reappointed. The Authority appoints the Director of the OTA.

The Director, with the Deputy Director and division management staff, supervises the daily operations of the organization. Authority members provide oversight and policy direction. They appoint various consulting entities with national reputations for excellence, including the General Counsel, Bond Counsel, Consulting Engineers, Consulting Traffic Engineers, Financial Advisor, Bond Underwriter(s) and Independent Auditor(s). All action taken by Authority members and staff must be in strict compliance with the provisions of the OTA's Trust Agreement.

Annually, the OTA is required by the Trust Agreement to adopt a final budget on or before December 1 to provide for the next year's operating expenses, monthly deposits to the Reserve Maintenance Fund and the Capital Plan. The budget is adopted on a modified accrual (non-GAAP) basis wherein expenditures are recognized on a cash basis and depreciation is not budgeted as an expenditure. Budgets are controlled at the division level, and the object of the budgetary controls is to ensure compliance with the provisions of the Trust Agreement. The Director and Deputy Director may approve changes within the budget at any level, but an increase in the total budget must be approved by the Authority.

LOCAL ECONOMY

Oklahoma is an attractive place to live and conduct business. According to "Oklahoma Facts," on the State's web page, www.state.ok.us, *education, about Oklahoma, facts & history, quick facts*, Oklahoma leads all other states in the number of man-made lakes and approximately 24% of the State is covered with forests. Known for its abundant resources, Oklahoma ranks third in the nation as a gas-producing state. Additionally, Oklahoma ranks fourth in the production of wheat and cattle, and ranks in the top ten for production of pecans, peanuts and peaches.

Along with the beauty and affordable standard of living, Oklahoma's economic conditions have been more favorable than experienced by most of the nation. While the national housing market has been significantly impacted by sub-prime mortgages, Oklahoma has not seen the same magnitude of decline. According to the 2009 Economic Outlook published by the Oklahoma State University (OSU) Center for Applied Economic Research, the State's housing price index increased 4.2% for 2008, while elsewhere in the nation the trend was falling housing prices, according to the "Federal Housing Finance Agency's New Release," www.ofheo.gov. Oklahoma's job growth as of October 2008 was at 0.8% compared to the national decline rate of 0.8%; the State is anticipating a 1.1% job growth for all of 2008, according to the OSU 2009 Economic Outlook. State job growth for 2009 is expected to be flat, with a small loss of 0.2% as compared to the expected 1.5% national loss. The unemployment rate has increased from about 3% in early 2008 to around 4% at the end of 2008, and expectations are for the unemployment rate to average 5% in 2009. Oklahoma's unemployment rate is considerably more favorable when compared to the January 2009's national unemployment rate of 7.6%, as noted on the Bureau of Labor Statistics' website, www.bls.gov. Oklahoma's personal income growth at the end of 2008 was up 5.8%. Expectations are for personal income to continue to climb and reach nearly 95% of national per capita income by 2010.

Considered an energy state, Oklahoma was in part shielded from the national economic downturn in 2008 primarily as a result of fuel prices being as high as \$4.00 per gallon. Now that fuel prices have moved closer to the \$2.00 per gallon mark, Oklahoma has begun to experience some of the negative economic conditions. The Oklahoma State Treasurer's office reported in early February on the first seven months of the fiscal year 2009. Revenue collections reported below the prior year for the first time this fiscal year in January 2009, with general revenue fund collections down 8.5% when compared to last year; the only major revenue category that did not decline below prior year levels was sales tax. This is an indication that the downturn in the nation's economy is creeping into Oklahoma but has not yet translated into a drop in consumer spending. For the fiscal year, July 2008 to January 2009, net income tax has increased 0.3%, gross production tax grew 46.7%, sales tax increased 6.2% and motor vehicle tax declined 29.8%. Collectively, total general revenue for the State has increased 5.7% when compared to the same period last year.

As reported by the OSU 2009 Economic Outlook, Oklahoma City is expected to recognize a 1.0% job gain for 2008 and Tulsa a 0.4% increase in job growth. Since Oklahoma utilizes primarily private means of transportation rather than public transportation, job gains boost toll revenues in these metropolitan areas. Also, in 2008 with the more favorable economic situation in Oklahoma, toll transactions and revenues grew on the commuter turnpikes, John Kilpatrick and Creek, but the weakened national economy led to a decrease in revenues in the heavy truck traffic class. The John Kilpatrick and Creek Turnpikes were originally constructed in the early 1990s; additional turnpike miles were opened to traffic on these urban Turnpikes between 2000 and 2002 to accommodate the growing population in these areas. As of December 31, 2008, total transactions have increased over levels at December 31, 2000 by 169% on the John Kilpatrick Turnpike and 172% on the Creek Turnpike. The increases in toll revenues on the John Kilpatrick and Creek Turnpikes have positively impacted total toll revenues.

Correspondingly, operating expenses for the OTA have increased steadily to match the operational needs of maintaining a quality System. Legislatively mandated salary and benefit increases and the increase in the employer retirement rate for all employees, as well as special incentives for Oklahoma Highway Patrol troopers have impacted the organization's operating expenses more significantly in the last two years, as the increases have been widespread through the organization rather than focusing on a target group of employees. Additionally, the higher fuel costs in 2008 negatively impacted related expenditures. Operating expenses are also affected by the completion of certain maintenance projects which are programmed and undertaken on a cyclical basis, such as Systemwide right-of-way fencing replacement and certain types of routine pavement rehabilitation.

Oklahoma geographically serves as a transportation crossroads for three of the nation's most important transportation and shipping corridors, as U.S. Interstates 35, 40, and 44 intersect within the State. The Turnpike System plays an important role in providing infrastructure to facilitate movement along these corridors and assists the State in accessing the opportunities available through interstate commercial activity. The Turnpike System contributes to the State's economic development by bridging communities both in and out of the State. In accordance with its efforts to preserve the quality of the Turnpike System, the OTA has continued to focus on improving several bridges along the System and performing pavement rehabilitation. The OTA is committed to customer convenience, quality roadways and fiscal responsibility.

LONG-TERM FINANCIAL PLANNING

Adopted in 1994 by the Authority, the Capital Plan continuously identifies the maintenance, rehabilitation and improvement needs of its existing system for the next 20-30 years. These needs are prioritized into a five-year maintenance and rehabilitation program designed to keep existing turnpikes in good condition thereby maintaining traffic flows and extending the useful life of the turnpikes. The maintenance, rehabilitation and improvement projects included in the five-year program should significantly increase the functionality and condition of the entire turnpike system. The five-year maintenance program is reviewed and updated on an annual basis during the budget process. Total funding for the Capital Plan for the years 2009 through 2013 approximates \$299 million.

The Trust Agreement sets forth the proper flow of funds to be established by the OTA. Disbursements from these funds are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Accordingly, based on the planned capital investments programmed in the Capital Plan, required monthly deposits to the Reserve Maintenance Fund from revenues received are established during the budgeting period as required by Section 505 of the Trust Agreement. Monies held in the General Fund are also allocated for certain projects of the Capital Plan.

The Consulting Engineer, The Benham Companies, performed preliminary traffic studies on the Creek, John Kilpatrick, Turner and Will Rogers Turnpikes in order to evaluate existing and projected levels of service for these roadways. The Consulting Engineer also recommended twenty bridges for rehabilitation or replacement within the next five years. Additionally, the OTA has plans underway to improve concession areas.

Projections of operating revenue generated from the Oklahoma Turnpike System are performed by the Authority's traffic engineer, Wilbur Smith Associates. The Authority contracts with Wilbur Smith Associates from time to time to update projections of toll and concession revenues as needed. In light of the economic downturn, Wilbur Smith Associates submitted a report to the OTA updating traffic forecasts, and taking into account the State's economy as well as national toll revenue and traffic trends. Considering the national economy and the impact on traffic patterns, revenues are projected to result in forecasted toll revenue for 2009 of approximately \$196 million.

MAJOR INITIATIVES

Achieving system maintenance, rehabilitation and improvements identified in the five-year Capital Improvement Program remains a priority for the OTA. In keeping with this program, several major projects were completed in 2008, including various interchange rehabilitation, pavement rehabilitation, bridge rehabilitation, and other rehabilitation projects throughout the Turnpike System.

Ramp rehabilitation was completed on two interchanges on the Will Rogers Turnpike at Afton and Vinita. Pavement rehabilitation projects were undertaken on the Cimarron, H. E. Bailey, Indian Nation, Muskogee, Turner and Will Rogers Turnpikes. Shoulder pavement rehabilitation was also performed on the Indian Nation and Muskogee Turnpikes.

Maintaining safe bridges throughout the System is a top priority for the OTA. The conditions of the bridges throughout the System are closely monitored by The Benham Companies, the OTA's Consulting Engineer. The implementation of recommendations by the Consulting Engineer resulted in bridge rehabilitation projects being completed on the H. E. Bailey and Will Rogers Turnpikes.

A variety of other rehabilitation projects occurred throughout the System. The Muskogee Turnpike has undergone an extensive sign replacement project, and a sign rehabilitation project for the Cimarron Turnpike is underway. The signing program was used to update regulatory, warning, and information signs that were faded or had lost their reflectivity. These signs are informative, aesthetically pleasing, and conform to national standards. Additionally, the Consulting Engineer just completed a Systemwide inspection of all overhead sign structures to identify other signs in need of replacement.

Progress continues on several joint projects between the OTA and other entities. The OTA and the Oklahoma Department of Transportation (ODOT) entered into a bridge replacement participation agreement for the replacement of five bridges that cross over the Turner and Will Rogers Turnpikes. The bridge over the Turner Turnpike near Wellston was completed in the latter part of 2008, and construction is underway on the bridge at Chandler. Plans are underway for improvements on the other three bridges. Also, construction is underway per an agreement with the ODOT for the placement of nine dynamic message signs on the ODOT and the OTA right-of-way. These nine signs will focus on traffic traveling the John Kilpatrick, Turner, Will Rogers and Creek Turnpikes. Dynamic message signs are permanent, changeable message structures that provide notice to the motoring public of roadway and driving conditions and hazards affecting public safety, such as roadway and lane closures, accidents, snow and ice conditions, and roadway obstructions. Agreements were made between the OTA and the Department of Public Safety to share the costs of construction and maintenance for an Oklahoma Highway Patrol (OHP) Law Enforcement Office on the Will Rogers Turnpike near Vinita. Also, two joint OTA Maintenance and OHP buildings are nearing completion at McAlester on the Indian Nation Turnpike and at Chickasha on the H. E. Bailey Turnpike. The Lone Chimney Service Plaza, restaurant and convenience store was completely rebuilt in cooperation with McDonald's and Kum and Go. The OTA is working with McDonald's and EZ GO for the renovation of facilities at six other service plazas that involve either extensive modifications to existing facilities or the construction of new facilities.

The OTA's Maintenance Division, along with inmate labor and contractors, provides a vital role for the Turnpike System. Many projects were undertaken on the System, such as the routine diamond grinding projects on the Indian Nation, Muskogee and Will Rogers Turnpikes. Diamond grinding is part of a comprehensive Concrete Pavement Restoration program that is used to restore ride and texture of concrete pavements by reducing bumps and dips in that pavement surface. Additionally, on the Turner Turnpike a high-density polyurethane material was injected into roadway slabs to physically raise concrete slabs at the ends of bridges and allow for a smooth transition from the roadway to a bridge. Maintenance crews performed roadway, bridge and right-of-way repairs on the System. Right-of-way projects include fence and drainage repairs, herbicide treatments, mowing, planting wild flowers and trees and slope repairs.

The OTA provides a special convenience through its *PIKEPASS* system for travelers desiring free-flow travel. The *PIKEPASS* system is the OTA's automated electronic toll collection system which allows travelers to travel at highway speeds through designated lanes without stopping to pay tolls. A *PIKEPASS* tag is mounted to the windshield of the customer's vehicle. The tag emits a radio frequency that is recognized by a positioned reader, and data is captured and transmitted via the electronic toll collection system. The information is then translated into the appropriate toll collection transactions for each customer's individual account. The electronic *PIKEPASS* system



eases congestion around the plazas, improves safety and enhances driver satisfaction. *PIKEPASS* customers enjoy a 5% savings off the cash toll price for using their tags and are eligible for an additional 5% reward for participating in the volume discount program with 20 or more qualifying toll transactions in a month. The discount is calculated for each tag independently, and the account must remain positive for discounts to apply.

Providing first class customer service to our customers is of upmost importance to OTA whether it be while traveling the turnpike or in managing a customer *PIKEPASS* account. Online services are available from applying for a *PIKEPASS* to managing the *PIKEPASS* account. *PIKEPASS* customers may pay their account online by credit or debit card through the *PIKEPASS* online system. This online service enables customers to manage their account via the internet. As of December 31, 2008, the OTA had approximately 491,000 active *PIKEPASS* accounts on the Turnpike System, with over 905,000 active *PIKEPASS* tags in use.

AWARDS AND ACKNOWLEDGEMENTS

In 2008, the Oklahoma/Arkansas Chapter of the American Concrete Pavement Association's Award Program recognized the OTA as the winner in two separate categories. The first award was the Gold Winner award in the 2007 Pavement Restoration Category for construction on the Cherokee Turnpike. The second award was the Gold Winner award in the 2007 Urban Arterial Category on the ramp Northbound I-35 to Eastbound Turner Turnpike. The OTA is also the recipient of the Environmental Excellence award from Keep Oklahoma Beautiful in the State Government Category for work completed on the Turner Turnpike.

The Government Finance Officers Association (GFOA) awarded a Certificate of Achievement for Excellence in Financial Reporting to the OTA for its comprehensive annual financial report (CAFR) for the year ended December 31, 2007. In order to be awarded a Certificate of Achievement, the governmental unit must publish an easily readable and efficiently organized CAFR conforming to program standards. Such reports must satisfy both generally accepted accounting principles (GAAP) and applicable legal requirements. A Certificate of Achievement is valid for a period of one year only. The OTA has received this prestigious award since 1990. The OTA believes that its current CAFR continues to meet the Certificate of Achievement Program requirements and will be submitting it to the GFOA to determine its eligibility for another certificate.

The preparation of this report would not have been possible without the efficient and dedicated efforts given by the Controller Division staff who prepared and designed the report. Appreciation is also due the OTA's management staff for their professional contributions to this report and to the OTA's independent auditors for their participation in the review of this report. Special appreciation is extended to Governor Brad Henry and the Authority Members. Support of the Authority's efforts to excel in the operational and financial management of the OTA is sincerely appreciated.

Respectfully submitted,

THE OKLAHOMA TURNPIKE AUTHORITY



Douglas F. Riebel
Chairman



Phil Tomlinson
Director



Julie Porter
Controller

Certificate of Achievement for Excellence in Financial Reporting

Presented to

Oklahoma Turnpike Authority

For its Comprehensive Annual
Financial Report
for the Fiscal Year Ended
December 31, 2007

A Certificate of Achievement for Excellence in Financial Reporting is presented by the Government Finance Officers Association of the United States and Canada to government units and public employee retirement systems whose comprehensive annual financial reports (CAFRs) achieve the highest standards in government accounting and financial reporting.



A handwritten signature in black ink, appearing to read "M. L. Post".

President

A handwritten signature in black ink, appearing to read "Jeffrey R. Emer".

Executive Director



Description Of The Oklahoma Turnpike System

Turner Turnpike

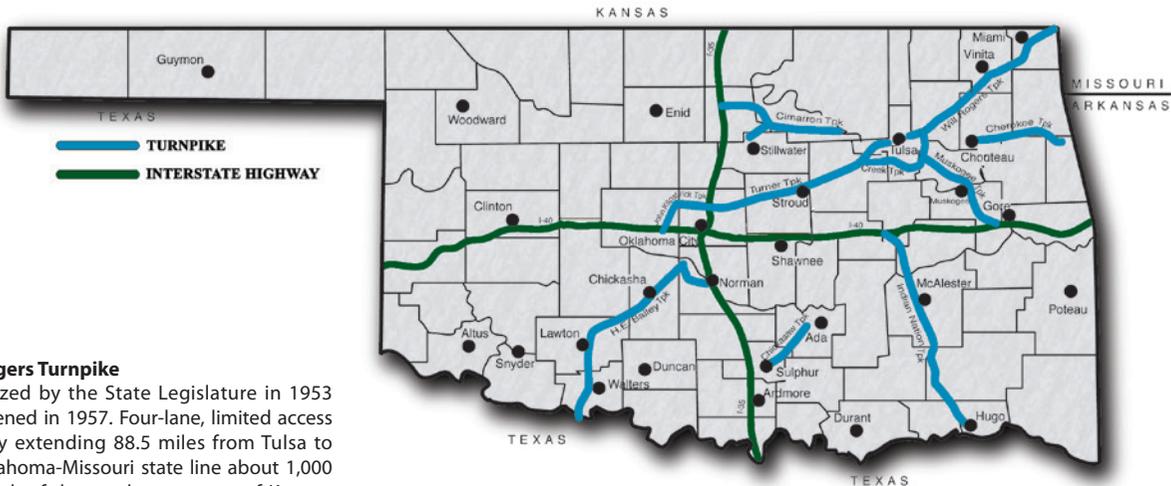
Authorized by the State Legislature in 1947 and opened in 1953. Four-lane, limited access highway extending 86.0 miles from Tulsa to Oklahoma City. Interchanges at Sapulpa, Kellyville, Bristow, Stroud, Chandler and Wellston. Service station and/or restaurant with free restrooms at Heyburn, Bristow, Stroud, Chandler and Wellston.

Chickasaw Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Two-lane, limited access highway extending 27.1 miles from S.H. 7 west of Sulphur to S.H. 1 near Ada. Only 17.3 miles tolled, with interchanges at S.H. 7, U.S. 177 and Roff.

Cherokee Turnpike

Authorized by the State Legislature in 1987 and opened in 1991. Four-lane, limited access highway extending 32.8 miles from U.S. 412 at Locust Grove to U.S. 412 west of West Siloam Springs. Interchanges at Locust Grove, U.S. 412 and S.H. 10. Restaurant and service station with free restrooms at Leach.



Will Rogers Turnpike

Authorized by the State Legislature in 1953 and opened in 1957. Four-lane, limited access highway extending 88.5 miles from Tulsa to the Oklahoma-Missouri state line about 1,000 feet south of the southeast corner of Kansas. Interchanges at Claremore, Adair (S.H. 28), Big Cabin, Vinita, Afton and Miami. Service station and/or restaurant with free restrooms at Vinita and Miami.

H.E. Bailey Turnpike

Authorized by the State Legislature in 1953, the original 86.4 miles opened in 1964, and the 8.2 mile extension authorized in 1987 opened in 2001. The original four-lane, limited access highway extending 86.4 miles opened in two sections: north section (61.4 miles) from Oklahoma City to U.S. 277 north of Lawton; south section (25.0 miles) from U.S. 277 south of Lawton to U.S. 70, 5.2 miles north of the Texas state line. Interchanges at Chickasha, Cyril, Elgin and Walters. Service station and/or restaurant with free restrooms at Chickasha and Walters. The four-lane, limited access extension runs 8.2 miles within Grady County from an interchange of the original H.E. Bailey Turnpike to S.H. 9. The route generally extends east and west through a rural area west of Norman.

Indian Nation Turnpike

Authorized by the State Legislature in 1955, north section (41.1 miles) opened in 1966 and south section (64.1 miles) opened in 1970. Four-lane, limited access highway extending 105.2 miles from U.S. 75/I-40 near Henryetta to U.S. 70 near Hugo. Interchanges at Eufaula, Ulan, McAlester, Daisy and Antlers. Service station and restaurant with free restrooms at Eufaula and Antlers.

Muskogee Turnpike

Authorized by the State Legislature in 1965 and opened in 1969. Four-lane, limited access highway extending 53.1 miles from Tulsa to I-40 near Webber Falls. Interchanges at Coweta, Muskogee and U.S. 64 near Webber Falls. Service station and restaurant with free restrooms at Muskogee.

John Kilpatrick Turnpike

Authorized by the State Legislature in 1987, the original 9.5 miles opened in 1991, and the 15.8 mile extension opened in sections during 2000 and 2001. Four-lane, limited access, urban highway extending 25.3 miles from the Oklahoma City interchange of the Turner Turnpike and I-35 to I-40 between Mustang and Sara Road. The route is generally along Memorial Road on the north, turning south parallel to Sara Road just west of County Line Road, passing by Lake Overholser on its west side parallel to Morgan Road to an interchange at I-40, giving access to traffic traveling east and west on the interstate system. Interchanges at Eastern Ave., U.S. 77/Broadway Extension, Western Ave., Pennsylvania Ave., May Ave., Portland Ave./Lake Hefner Parkway, Meridian Ave., MacArthur Blvd., Rockwell Ave., NW Expressway, Wilshire Blvd., S.H. 66 and N.W. 10th.

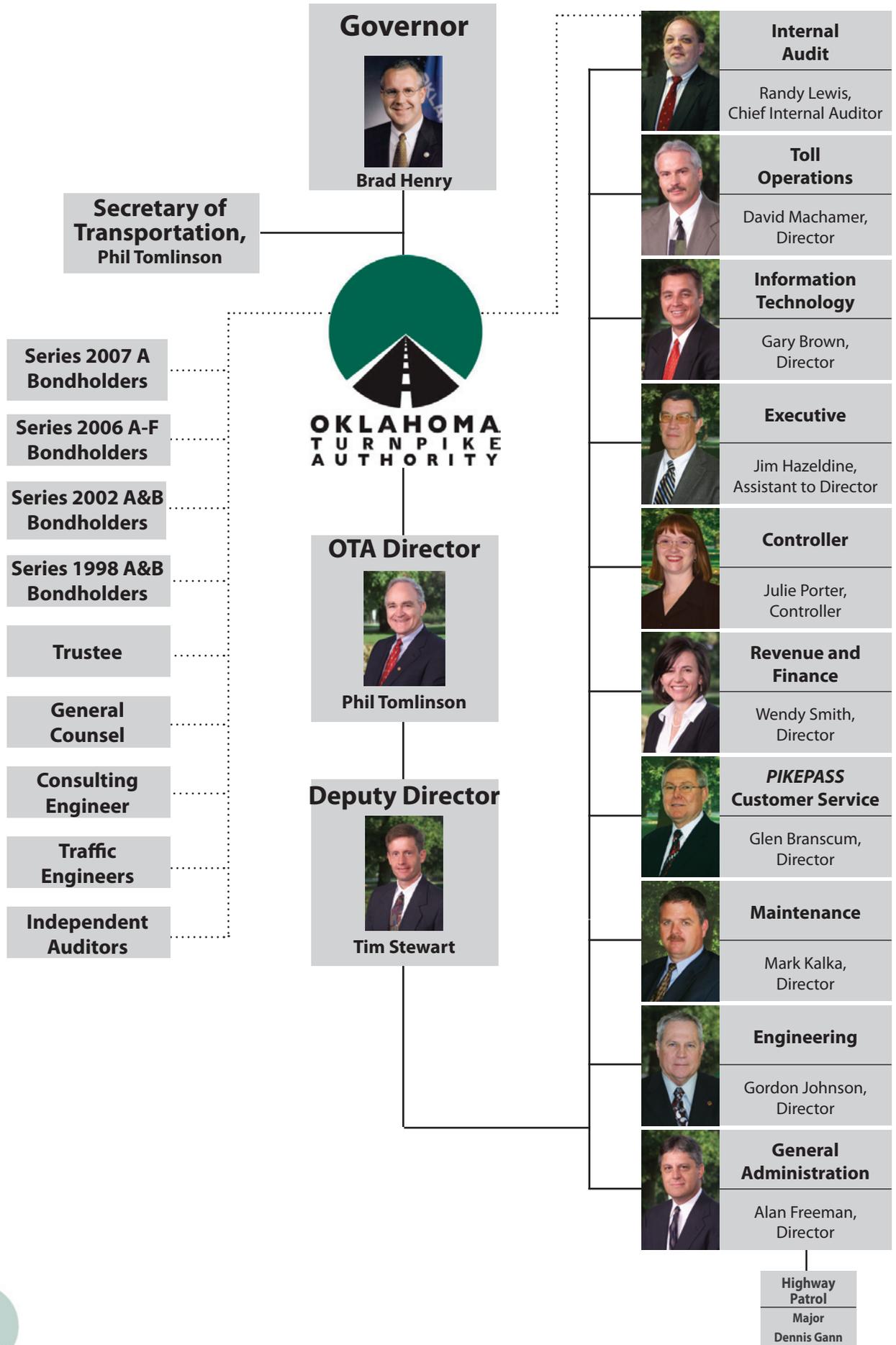
Cimarron Turnpike

Authorized by the State Legislature in 1965 and opened in 1975. Four-lane, limited access highway extending 59.2 miles on main route from I-35/U.S. 64 east of Enid to Tulsa, and 8.5 miles on a spur connecting the main route with Stillwater and Oklahoma State University. Interchanges at U.S. 77, U.S. 177, Stillwater, Morrison, S.H.18, Hallett and S.H. 48. Service station and restaurant with free restrooms at Lone Chimney.

Creek Turnpike

Authorized by the State Legislature in 1987, the original 7.4 miles opened in 1992, the 4.9 mile Creek West Extension opened in 2000, the 13.1 mile Broken Arrow South Loop opened in sections during 2001 and 2002 and the 9.0 mile Creek East Extension opened in 2002. Four-lane, limited access, urban highway extending 34.4 miles from the Turner Turnpike at S.H. 66 to the I-44 interchange of the Will Rogers Turnpike, providing access to traffic traveling east into Tulsa and south to Okmulgee; continues generally through the city of Broken Arrow to the Muskogee Turnpike; then north to the Will Rogers Turnpike. Interchanges at South 49th West Avenue, U.S. 75, Peoria Avenue, Riverside Drive, Yale Avenue, U.S. 64/Memorial Drive, U.S. 169, South 129th East Avenue, South 161st East Avenue, South 193rd East Avenue, East 101st Street, S.H. 51, Muskogee Turnpike, 71st Street, 51st Street, 31st Street, 11th Street, Highway 412 and Pine Street.

Organizational Chart



Oklahoma Turnpike Authority Members

Chairman



Douglas F. Riebel
District 1

Vice-Chairman



Mike Leonard
District 2

Secretary & Treasurer



C. Kendric Fergeson
District 5

Member



Clark Brewster
District 4

Member



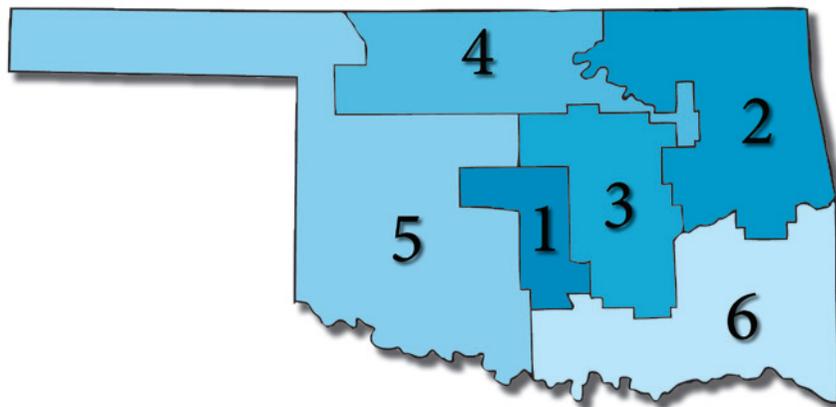
David Burrage
District 6

Member



Hal Ellis
District 3

District Map



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**Turner Turnpike
Bridge Repair**



**Cimarron Turnpike
Pavement Rehabilitation**





Creek
Turnpike

Development
along the
Turnpike



Cimarron
Turnpike

Salt Barn



Muskogee
Turnpike



Report of Independent Certified Public Accountants

Members

Oklahoma Turnpike Authority

We have audited the accompanying statements of net assets, and the related statements of revenues, expenses and changes in net assets and cash flows of the Oklahoma Turnpike Authority (the Authority), a component unit of the State of Oklahoma, as of and for the years ended December 31, 2008 and 2007. These financial statements are the responsibility of the Authority's management. Our responsibility is to express an opinion on these financial statements based on our audits.

We conducted our audits in accordance with auditing standards generally accepted in the United States of America as established by the American Institute of Certified Public Accountants and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes consideration of internal control over financial reporting as a basis for designing audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion. An audit also includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements, assessing the accounting principles used and the significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audits provide a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of December 31, 2008 and 2007, and the changes in its net assets and cash flows, for the years then ended in conformity with accounting principles generally accepted in the United States of America.

In accordance with *Government Auditing Standards*, we have also issued our report dated March 25, 2009 on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* and should be considered in assessing the results of our audit.

The Management's Discussion and Analysis on pages 14 through 19 and budgetary comparison information on pages 40 through 41 are not a required part of the basic financial statements but are supplementary information required by accounting principles generally accepted in the United States of America. We have applied certain limited procedures, which consisted principally of inquiries of management regarding the methods of measurement and presentation of the required supplementary information. However, we did not audit the information and express no opinion on it.

Our audit was conducted for the purpose of forming an opinion on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying supplementary information listed in the table of contents is presented for purposes of additional analysis and is not a required part of the basic financial statements. The supplemental financial schedules on pages 44 through 46 have been subjected to the auditing procedures applied in the audit of the basic financial statements and, in our opinion, are fairly stated in all material respects in relation to the basic financial statements taken as a whole. The introductory section on pages 3 through 11, the supplementary information on pages 42 through 43 and the supplementary statistical section on pages 49 through 87 have not been subjected to the auditing procedures applied in the audit of the basic financial statements and, accordingly, we express no opinion on them.

Grant Thornton LLP

Oklahoma City, Oklahoma

March 25, 2009

Management's Discussion and Analysis, Years Ended December 31, 2008 and 2007

This section of the Oklahoma Turnpike Authority's (OTA) annual financial report presents our discussion and analysis of the OTA's financial performance during the fiscal year that ended December 31, 2008. Please read it in conjunction with the transmittal letter in the introductory section of this report and the OTA's financial statements, which immediately follow this discussion and analysis.

FINANCIAL HIGHLIGHTS

Net toll revenues for the OTA were \$196.2 million (a slight decrease of 0.3%) and \$196.7 million (an increase of 1.1%) for fiscal years 2008 and 2007, respectively. The decline in toll revenues in 2008 results from escalating fuel prices throughout the summer months and historical swings in the nation's economy. While the System posted toll transactions of 146.0 million and 141.5 million for 2008 and 2007, respectively, the fourth quarter 2008 traffic patterns noted a decline in heavy truck traffic, a significant component of toll revenue. The OTA recognized a positive change in net of assets of \$1.6 million and \$21.4 million for 2008 and 2007, respectively.

OVERVIEW OF THE FINANCIAL STATEMENTS

The financial section of this annual report consists of three parts: management's discussion and analysis, the basic financial statements with the notes to the financial statements and other supplementary information. The financial statements provide both long-term and short-term information about the OTA's overall financial status. The financial statements also include notes that explain some of the information in the financial statements and provide more detailed data. The statements are followed by a section of other supplementary information that further explains and supports the information in the financial statements.

The OTA's financial statements are prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units on an accrual basis. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred and depreciation of assets is recognized in the Statements of Revenues, Expenses, and Changes in Net Assets. All assets and liabilities associated with the operation of the Authority are included in the Statements of Net Assets.

The Statements of Net Assets report the OTA's net assets and how they have changed. Net assets – the difference between the OTA's assets and liabilities – is one way to measure the OTA's financial health or position. Over time, increases or decreases in net assets can serve as one indicator of whether the financial position is improving or deteriorating. As shown in Table A-1, the OTA's net assets have increased since 2006.

FINANCIAL ANALYSIS OF THE OTA

Net Assets

The OTA's total net assets at December 31, 2008, were approximately \$292.4 million, a slight increase of 0.6% over December 31, 2007 (see Table A-1). Total assets decreased 2.3% to \$1,487.5 million, and total liabilities decreased 3.0% to \$1,195.1 million. As of December 31, 2007, total net assets were approximately \$290.8 million, a substantial increase of 7.9% over December 31, 2006. Also, in 2007, total assets decreased 0.7% to \$1,523.1 million, and total liabilities decreased 2.5% to \$1,232.2 million when compared to December 31, 2006.

The largest components of the total 2008 current and other assets are the unrestricted and restricted cash and investment accounts. The OTA's Trust Agreement defines the flow of funds

Table A-1: Net Assets (in millions of dollars)

	<u>2008</u>	<u>2007</u>	<u>2006</u>	<u>Percentage Change 2008-2007</u>
Current and other assets	\$ 215.5	\$ 251.0	\$ 256.1	(14.1%)
Noncurrent restricted assets	93.7	91.7	91.0	2.1%
Capital assets	1,178.3	1,180.4	1,186.1	(0.2%)
Total assets	1,487.5	1,523.1	1,533.2	(2.3%)
Current liabilities	93.2	91.4	86.6	2.0%
Noncurrent liabilities	1,101.9	1,140.8	1,177.2	(3.4%)
Total liabilities	1,195.1	1,232.2	1,263.8	(3.0%)
Net Assets:				
Invested in capital assets, net of related debt	78.4	43.1	10.3	81.9%
Restricted	98.9	99.3	108.3	(0.4%)
Unrestricted	115.1	148.4	150.8	(22.4%)
Total net assets	\$ 292.4	\$ 290.8	\$ 269.4	0.6%

and establishes various unrestricted and restricted accounts for the OTA. These accounts are referred to as "Funds" for discussion purposes, but are consolidated for the purposes of enterprise fund financial statement presentation. Unrestricted cash and investment accounts are comprised of monies held in the Revenue and General Funds and total \$119.6 million at December 31, 2008, a decrease of \$24.2 million when compared to the \$143.8 million held at December 31, 2007 in these funds. Balances of unrestricted cash and investment accounts at December 31, 2007 decreased from the previous year's total of \$145.9 million. Residual funds not needed in the Revenue Fund for debt service requirements, required reserve maintenance transfers and operating expenses are transferred to the General Fund monthly. The decline in revenues coupled with an increase in operating expenses resulted in a decrease in General Fund transfers in 2008. The transfer of monies to the General Fund decreased from \$24.2 million in 2007 to \$12.6 million in 2008, also less than the 2006 transfer of \$17.7 million. The reduction in residual deposits to the General Fund, combined with the utilization of General Fund monies for programmed capital expenditures, led to the decrease in current unrestricted cash and investments. The General Fund monies are utilized for programmed projects, primarily related to the five-year Capital Plan (the Capital Plan) for System maintenance and rehabilitation, determined annually through the budgeting process. The Revenue Fund monies provide for the general operations of the Turnpike System; this fund is directly impacted by fluctuations in operating results. As presented in Table A-2, page 16, the OTA experienced revenue growth in 2006 and 2007 while 2008 revenues fell just short of the previous year by 0.3%.

The monies held in restricted cash and investment accounts are primarily comprised of the Reserve Maintenance Fund, the *PIKEPASS* Prepayment Fund and debt service accounts. Each month a deposit is transferred to the Reserve Maintenance Fund from revenues (unrestricted cash) to fund capital projects as budgeted in the Capital Plan. The required Reserve Maintenance Fund deposit for each year is established by the Consulting Engineer during the annual review and evaluation of the Turnpike System. At December 31, 2008, the current restricted cash and investments accounts were approximately \$83.9 million. This \$11.6 million decrease (a 12.1% net decrease when compared to December 31, 2007, and a 14.7% net decrease when compared to December 31, 2006) primarily involves the *PIKEPASS* Prepayment and the Reserve Maintenance Funds. The *PIKEPASS* Prepayment Fund showed a decline of \$2.6 million, primarily the result of the drop in the fair value of certain investment holdings. The decrease in the Reserve Maintenance Fund reflects the progress of various projects from the Capital Plan that were undertaken and completed in 2008; this is further evidenced by the noted increase in the Improvements category in capital assets (see Table A-4, page 18). The utilization of revenues to fund these capital projects through the deposits to the Reserve Maintenance Fund, rather than the issuance of bond proceeds for new capital projects, is reflected by the 81.9% increase in net assets invested in capital assets, net of related debt (see further discussion below).

Total liabilities have declined during the last three financial periods. In both 2006 and 2007, the OTA restructured portions of

its outstanding debt with the issuance of refunding bonds. See further discussion of Debt Administration on pages 18 and 19.

Total net assets at December 31, 2008, increased \$1.6 million to \$292.4 million when compared to 2007. Net assets invested in capital assets, net of related debt consists of capital assets net of accumulated depreciation reduced by the amount of outstanding indebtedness from any bonds that are attributable to the acquisition, construction, or improvement of those assets. For purposes of this calculation, this outstanding indebtedness includes both revenue bonds payable and a liability to the Oklahoma Department of Transportation (ODOT) for the construction and acquisition of capital assets. The strong increase to \$78.4 million invested in capital assets, net of related debt is the result of the construction of capital assets from operating revenues. Capital asset investments have been achieved through the annual transfers of revenue to the Reserve Maintenance Fund and General Fund for this purpose, rather than the issuance of additional debt. This was also the case at December 31, 2007, when investments in capital assets, net of related debt of \$43.1 million increased \$32.8 million when compared to 2006.

Changes in Net Assets

As depicted in Table A-2, page 16, the OTA's total operating revenues were approximately \$197.5 million, a slight decrease of 0.3% when compared to 2007 revenue and a 0.8% gain over 2006 operating revenue levels. Toll transactions during 2008 were just over 146.0 million and were 3.2% higher than in 2007. Toll transactions for 2007 reported just under 141.5 million, a 4.7% increase over the prior year. The strongest increases in toll transactions continued to be seen on the Creek and John Kilpatrick Turnpikes as noted by the growth rates of 4.4% and 5.4%, respectively, during 2008.

The overall decline of \$0.5 million in toll revenues resulted mainly from the staggering economy and high fuel costs. With fuel prices hitting all time highs during the summer months, discretionary summer travel was negatively impacted. While fuel prices did sharply drop in the fourth quarter of 2008, the nationwide economic uncertainty continued to filter down and affect traffic patterns. In particular, heavy truck traffic was down \$1.4 million for the fourth quarter and \$1.6 million for the year when compared to 2007 as the result of widespread decreases in consumer demand. According to the International Bridge, Tunnel and Turnpike Association (IBTTA), other toll facilities are also reporting widespread drops in traffic.

Total operating income declined \$9.6 million to \$46.5 million when comparing 2008 to 2007. The decline in operating income resulted from the \$0.6 million decrease in operating revenues, the \$5.1 million increase in operating expenses and the \$3.9 million increase in depreciation and amortization. See Table A-3, pages 16 and 17 for detailed discussions of operating expenses and Table A-4, pages 17 and 18 for detailed discussions on capital assets.

Total net non-operating expenses increased to \$44.9 million in 2008, a \$10.2 million increase when compared to 2007. When compared to the prior year, 2008 interest earned on investments

Table A-2: Changes in Net Assets (in millions of dollars)

	2008	2007	2006	Percentage Change 2008-2007
Operating revenues:				
Toll Revenue	\$ 196.2	\$ 196.7	\$ 194.5	(0.3%)
Concession revenue	1.3	1.4	1.5	(7.1%)
Total operating revenues	197.5	198.1	196.0	(0.3%)
Operating expenses and depreciation:				
Operating expenses	75.3	70.2	64.8	7.3%
Depreciation and amortization	75.7	71.8	71.6	5.4%
Total operating expenses and depreciation	151.0	142.0	136.4	6.3%
Operating income	46.5	56.1	59.6	(17.1%)
Net non-operating expenses	(44.9)	(34.7)	(37.4)	29.4%
Change in net assets	1.6	21.4	22.2	(92.5%)
Total net assets, beginning of the year	290.8	269.4	247.2	7.9%
Total net assets, end of the year	\$ 292.4	\$ 290.8	\$ 269.4	0.6%

decreased \$2.9 million or 25.7%, primarily as a result of the net \$34.7 million or 7.3%, decline in total investment holdings. Additionally, declines in the fair value of OTA's investments in 2008 after periods of unrealized gains in fair value increased total non-operating expenses. Also contributing to the fluctuation in expenses was the current year increase in interest expense of \$2.7 million related to the Series 2006B-F variable rate bonds. See the discussion on Debt Administration on pages 18 and 19 for further details.

Total operating expenses before depreciation increased 7.3% over 2007 as detailed further in Table A-3. All divisions continued to closely monitor and control operating expenses, as demonstrated by the year-end Revenue Fund operating expenses reporting 5.0% under budgeted projections. In 2007, total operating expenses before depreciation increased 8.3% when compared to 2006 and year-end Revenue Fund operating expenses reported 5.3% under budgeted projections. In 2007, approximately \$2.7 million of the overall increase in total

Table A-3: Operating Expenses Before Depreciation and Amortization (in thousands of dollars)

	2008	2007	2006	Percentage Change 2008-2007
Toll Operations	\$ 17,515	\$ 17,391	\$ 16,383	0.7%
Turnpike Maintenance	20,203	20,071	18,002	0.7%
Engineering	5,190	2,605	2,188	99.2%
Highway Patrol	13,187	12,195	11,969	8.1%
PIKEPASS Customer Service	8,897	8,371	7,522	6.3%
General Administration	2,101	2,194	1,940	(4.2%)
Information Technology	5,198	4,706	4,039	10.5%
Controller	740	685	648	8.0%
Finance and Revenue	869	462	688	88.1%
Executive	1,420	1,513	1,437	(6.1%)
Authority	0	4	3	(100.0%)
Total operating expenses before depreciation and amortization	\$ 75,320	\$ 70,197	\$ 64,819	7.3%

operating expenses related to increases in employee salaries and benefits. Additionally, when comparing 2007 to 2006, extensive inventory replenishment led to an increase of approximately \$0.5 million, resulting from the several record-breaking storms in late 2006, early 2007 and late 2007.

All divisions' operating expenses were impacted in 2008 by the increase in the employee benefit allowance for insurance costs and the increase in the employer's retirement rate from 13.5% to 14.5%. The employer retirement percentage will top out in the next couple of years at 16.5% to assist in the adequate funding of the Oklahoma Public Employees Retirement System. Also, state legislation requires the employee health benefit allowance to be increased incrementally with increased health insurance costs. Additionally, fuel costs were affected throughout the first three quarters of 2008 by volatile fuel prices, which in turn contributed to the higher costs of routine maintenance activities such as mowing and sweeping services.

During 2008, the Engineering Division's operating expenses increased just under \$2.6 million. This increase was primarily related to design costs for certain projects which have been put on hold indefinitely. If these projects are considered in the future, the scope of the project will be changed, and new design plans will become necessary. Accordingly, these costs have been removed from construction work in progress and expensed.

Operating expenses for the Oklahoma Highway Patrol (OHP) grew an estimated \$1.0 million over 2007 levels. Roughly half of this amount was related to legislatively mandated increases in trooper personnel costs. Additionally, an agreement was made during 2008 to increase the OHP overhead rate paid by the OTA from 3.75% to 7.5%, effective for the entire year. The other half of the increase in OHP operating expense reflect costs associated with equipping newly purchased trooper vehicles with various necessary mobile equipment. These equipment costs are individually under the scope for capitalization and are therefore reflected as operating expenses.

The *PIKEPASS* Division's operating expenses increased \$0.5 million with approximately \$0.3 million attributable to the Toll Enforcement Branch. A processing change was implemented whereby a greater number of employees are now participating in violation processing. This processing change has also led to an increase in associated processing costs. Postage costs are directly affected by this change as violations are required statutorily to be sent by certified mail. Additionally, there has been a rise in bad debt expense. In turn, the change in procedure resulted in an increase in non-operating revenue; \$0.7 million of the increase in other non-operating revenue is from violations.

During 2008, the Information Technology (IT) Division expenses increased \$0.5 million or 10.5%. These increases were primarily related to payments for services provided by the OTA's General Technology Consultant on a variety of projects, including development of the online *PIKEPASS* application. The IT Division also incurred increased training costs associated with new hardware purchases, as well as increases in software maintenance fees for purchases of additional software. In 2007, operating expenses for the IT Division increased 16.5% or \$0.7 million. Approximately, \$0.4 million was related to general technology

consultation services, fiber optic improvements and the hire of two programmers to assist in implementing the internally developed customer service center software application.

Operating expenses for the Finance and Revenue Division experienced an approximate \$0.4 million increase. The increase was the result of legal costs, rating agency fees and financial advisor costs associated with the restructuring of the Series 2006B-F Bonds as the result of OTA's termination of the XL Capital Assurance financial guaranty insurance policy. See the discussion on Debt Administration on pages 18 and 19.

CAPITAL ASSET AND DEBT ADMINISTRATION

Capital Assets

The OTA had invested approximately \$2,331.6 million and \$2,269.5 million in capital assets, including roads, bridges, buildings, land and equipment as of December 31, 2008 and 2007, respectively. In 2008, accumulated depreciation and amortization on capital assets increased 5.9%, as compared to 2007, to a total of \$1,153.3 million. The increase in completed projects was offset by the decrease in construction work in progress (CWIP) and current year depreciation for a slight net 0.2% decrease in capital assets (see Table A-4, page 18.) At December 31, 2007, net capital assets totaled approximately \$1,180.4 million, a decrease (including additions and disposals, net of depreciation) of approximately 0.5% from December 31, 2006.

Depreciation expense of \$28.1 million was recognized for roads and bridges in 2008. Road and bridge rehabilitation projects are classified as Improvements. As previously noted, these projects are funded through monies available in the Reserve Maintenance Fund for this purpose, as well as General Fund projects identified through the Capital Plan. Pavement rehabilitation was completed on the Will Rogers Turnpike at the Afton and Vinita interchanges, as well as, twelve miles of roadway. Ramp pavement rehabilitation was completed on the Turner Turnpike. Pavement rehabilitation was also done on the H. E. Bailey and Muskogee Turnpikes. Pavement rehabilitation of unbonded overlay was completed on the Indian Nation Turnpike, and completion of Portland Cement Concrete rehabilitation was done on the Cimarron Turnpike. Bridge rehabilitation took place on the H. E. Bailey and Will Rogers Turnpikes. Depreciation expense in the amount of \$28.3 million was recognized in the Improvements category. CWIP has decreased from \$104.7 million in 2006 to \$82.2 million and \$70.3 million in 2007 and 2008, respectively. The completion of several large projects in 2008 contributed to the \$11.9 million or 14.5% decrease in CWIP when compared to 2007.

The Buildings asset category declined \$2.0 million in 2008 compared to the \$1.9 million increase in 2007 over 2006. The increase in 2007 represented the capitalization of the toll plaza side gate at Stroud on the Turner Turnpike and the installation of new toll booths on the H. E. Bailey, Indian Nation and Will Rogers Turnpikes. There were no toll plaza construction projects capitalized in 2008.

A decrease of 11.3% was seen in the Equipment asset category, with \$12.3 million in depreciation expense being recognized in 2008. The depreciation expense coupled with disposals of

Table A-4: Capital Assets (net of depreciation, in millions of dollars)

	2008	2007	2006	Percentage Change 2008-2007
Roads and bridges	\$ 526.4	\$ 543.8	\$ 571.2	(3.2%)
Construction work in progress	70.3	82.2	104.7	(14.5%)
Improvements	281.2	245.4	192.2	14.6%
Land	162.7	162.6	162.5	0.1%
Buildings	51.6	53.6	51.7	(3.7%)
Equipment	30.7	34.6	42.7	(11.3%)
Capitalized interest	55.4	58.2	61.1	(4.8%)
Total net capital assets	\$ 1,178.3	\$ 1,180.4	\$ 1,186.1	(0.2%)

equipment being more than additions were the factors leading to this decrease. The main component of the disposals was the *PIKEPASS* tags category making up 77.0% of the disposals. For additional information regarding the OTA's capital assets, please see the disclosures in the notes to the financial statements on pages 25, 26 and 32 of the Financial Section of this report.

The 2009 portion of the OTA's five-year Capital Plan calls for spending just over \$71.6 million for capital projects. Approximately 63.8% of this funding is allocated to road and bridge rehabilitation projects, interchange improvements, and concession redevelopment. Approximately 36.2% is allocated to various other capital projects including maintenance equipment, *PIKEPASS* transponders and refurbishment, violation enforcement upgrades, toll collection equipment and upgrades and the annual replacement of OHP vehicles and equipment. The 2009 portion of the five-year Capital Plan will be funded by a combination of resources on hand and 2009 toll revenues.

Debt Administration

Turnpike bond sales must be approved by the Council of Bond Oversight and must comply with rules and regulations of the United States Treasury Department and the United States Securities and Exchange Commission. The OTA's noncurrent debt includes revenue bonds payable and a payable to the ODOT. At December 31, 2008, the OTA had approximately \$1,121.9 million in revenue bonds outstanding. The payable to the ODOT at December 31, 2008 was approximately \$50.0 million. At December 31, 2008, the fixed rate revenue bonds outstanding total \$591.1 million of the revenue bonds outstanding and are insured and rated Aaa by Moody's Investors Service (Moody's), and AAA by both Fitch Ratings (Fitch) and Standard and Poor's Rating Service (S&P) with a positive rating outlook. The variable rate Series 2006 B-F Bonds total \$530.8 million and are rated Aa3/AA-/AA-.

The OTA's Series 2006B-F variable rate bonds were originally issued in five separate series with a financial guaranty insurance policy by XL Capital Assurance (XL) and a standby bond purchase agreement. In the first quarter of 2008, the financial strength rating of XL was downgraded by Moody's, S&P, and Fitch. Although the Authority's long-term credit rating remained unchanged, as a result of the downgrades of XL, the short-term credit rating of the Series 2006B-F Bonds was affected, and these bonds were no longer compliant with SEC Rule 2(a)(7).

Consequently, the Series 2006B-F Bonds became ineligible for purchase by tax-exempt money market funds, and the interest rate borne by these bonds was negatively impacted. The result of this circumstance is reflected in the current year increase in interest expense. In March, the OTA, with the consent of XL, terminated the insurance policy issued in support of the Series 2006B-F Bonds. Pursuant to a bulletin issued by the U.S. Treasury Department, this termination did not constitute a reissuance of the Series 2006B-F Bonds. At the close of the third quarter, Fortis Bank S.A./N.V., one of the standby banks for the Series 2006B-F Bonds, was downgraded. The marketability of these bonds was negatively impacted by this downgrade. To offset the impact of this downgrade, the OTA reassigned the Series 2006F Bonds to one of the other remarketing agents. Additionally, the Series 2006E and F Bonds were converted to a daily interest rate reset mode in December 2008.

To effectively convert the OTA's variable rate exposure to fixed rate in conjunction with these variable rate bonds, the Authority entered into five synthetic fixed rate bond swap agreements. The resulting synthetic fixed rate is 3.859% for all of the five series of variable rate bonds. Under the terms of the swap agreements, the OTA has paid a fixed rate of 3.859% monthly to each swap provider in exchange for a monthly payment from the swap providers at a rate equal to the Securities Industry and Financial Markets Association (SIFMA) index which resets weekly. At January 1, 2009, the escrow period of the refunded bonds was terminated and beginning February 1, 2009, the Authority now receives a monthly payment from the swap providers at a rate equal to 68% of the one-month London Interbank Offering Rate (LIBOR), which also resets weekly. This provision will remain in effect until the maturity of the bonds at January 1, 2028.

The fair market value of these swap agreements fluctuate daily based on market conditions. The Authority's financial advisor has calculated the fair value of the Authority's swap agreements based upon the expected forward rates for BMA through January 1, 2009, and the 68% of LIBOR for the 19 years thereafter with discounted cash flows. On a current mark-to-market basis, using a termination date of December 31, 2008, the net present value of the five swap agreements attributable to the five series of variable rate bonds would have required the Authority to make an estimated combined termination payment, in the event that all the swaps were terminated, of approximately \$129.7 million. For more detailed information on the OTA's long-term

debt activity, please refer to the disclosures in the notes to the financial statements on pages 33-37 of the Financial Section of this report.

ECONOMIC FACTORS AND NEXT YEAR'S BUDGET

Nationally, with uncertain job markets, sharp declines in housing valuations, tight credit lending and steep losses in the stock market, consumer sentiment has fallen. This in turn slows discretionary spending, which would encompass such leisure activities as travel. And, additionally, affecting tolls to an even higher extent is the decline in the movement of goods across the nation both for domestic and foreign consumption, according to the February 24, 2009, "Semiannual Monetary Policy Report to the Congress," published by the Board of Governors of the Federal Reserve System. With these economic conditions in mind, OTA's 2009 Annual Budget, adopted by the Authority in December, 2008, includes approximately \$67.6 million for the Operating and Maintenance budget, \$36.7 million for the Reserve Maintenance Fund budget and \$34.9 million for the General Fund budget. Maintaining the Operating and Maintenance budget to a minimal 2.3% increase for 2009 reflects the OTA's responsiveness to current economic conditions. The amounts budgeted within the Reserve Maintenance and General Fund budgets finance the maintenance, rehabilitation and improvements included in the 2009 portion of the OTA's five-year Capital Plan.

CONTACTING THE OTA'S FINANCIAL MANAGEMENT

This financial report is designed to provide our bondholders, patrons and other interested parties with a general overview of the OTA's finances and to demonstrate the OTA's accountability for the money it receives. Questions about this report or requests for additional financial information should be addressed to the Oklahoma Turnpike Authority's Controller Division, P. O. Box 11357, Oklahoma City, OK 73136-0357.

Statements of Net Assets, Years Ended December 31, 2008 and 2007

Assets:	<u>2008</u>	<u>2007</u>
Current assets:		
Cash and cash equivalents-unrestricted (note 3)	\$ 24,937,503	\$ 28,607,384
Investments-unrestricted (note 3)	94,695,991	115,225,111
Cash and cash equivalents-restricted (note 3)	67,339,321	66,371,836
Investments-restricted (note 3)	16,520,713	29,048,970
Accounts receivable (note 11)	3,096,418	1,289,097
Accrued interest receivable-unrestricted	1,138,820	1,067,839
Accrued interest receivable-restricted	543,660	598,436
Materials inventory	1,840,800	1,462,660
Prepaid expenses	160,103	181,815
Total current assets	<u>210,273,329</u>	<u>243,853,148</u>
Noncurrent assets:		
Cash and cash equivalents-restricted (note 3)	5,275,558	607,856
Investments-restricted (note 3)	88,406,845	91,084,727
Total noncurrent cash, cash equivalents and investments	<u>93,682,403</u>	<u>91,692,583</u>
Capital assets: (note 4)		
Depreciable, net	945,271,404	935,580,689
Land	162,665,319	162,596,479
Construction work in progress	70,359,091	82,242,515
Net capital assets	<u>1,178,295,814</u>	<u>1,180,419,683</u>
Revenue bond issuance costs (net of accumulated amortization of \$2,365,299 and \$1,895,494 in 2008 and 2007, respectively)	5,286,009	7,085,759
Total noncurrent assets	<u>1,277,264,226</u>	<u>1,279,198,025</u>
Total assets	<u>1,487,537,555</u>	<u>1,523,051,173</u>
Liabilities:		
Current liabilities:		
Accounts payable and accrued expenses (note 11)	10,479,553	5,048,738
Payable from restricted assets:		
Accounts payable and accrued expenses payable (note 11)	1,492,434	9,605,485
Accrued interest payable	16,641,018	17,296,490
Deferred revenue	21,226,499	20,232,804
Arbitrage rebate payable to U.S. Treasury	1,097,609	463,263
Current portion of revenue bonds payable (note 7)	42,320,000	38,780,000
Total current liabilities	<u>93,257,113</u>	<u>91,426,780</u>
Noncurrent liabilities:		
Accounts payable and accrued expenses (note 11)	1,490,855	1,503,530
Long-term debt: (note 7)		
Revenue bonds, including unamortized net premiums of \$11,151,118 and \$11,981,186 in 2008 and 2007, respectively, and net of unamortized net deferred debit on refundings of \$40,361,789 and \$42,970,311 in 2008 and 2007, respectively	1,050,409,329	1,090,950,875
Payable to Department of Transportation (note 10)	49,969,203	48,359,125
Total noncurrent liabilities	<u>1,101,869,387</u>	<u>1,140,813,530</u>
Total liabilities	<u>1,195,126,500</u>	<u>1,232,240,310</u>
Net assets:		
Invested in capital assets, net of related debt	78,343,235	43,085,816
Restricted for debt service	93,359,822	90,727,882
Restricted for reserve maintenance	5,581,559	7,897,458
Restricted for other purposes	-	732,310
Unrestricted	115,126,439	148,367,397
Commitments and contingencies (notes 12 and 13)	-	-
Total net assets	<u>\$ 292,411,055</u>	<u>\$ 290,810,863</u>

See accompanying notes to financial statements

Statements of Revenues, Expenses and Changes in Net Assets, Years Ended December 31, 2008 and 2007

	<u>2008</u>	<u>2007</u>
Operating revenues:		
Tolls	\$ 196,162,510	\$ 196,698,759
Concessions	1,358,489	1,390,843
Total operating revenues	197,520,999	198,089,602
Operating expenses:		
Toll Operations	17,514,539	17,391,152
Turnpike Maintenance	20,202,846	20,070,747
Engineering	5,189,986	2,604,878
Highway Patrol	13,187,238	12,194,849
PIKEPASS Customer Service	8,896,989	8,371,232
General Administration	2,101,002	2,193,466
Information Technology	5,198,406	4,705,685
Controller	740,292	685,329
Finance and Revenue	868,791	462,029
Executive	1,419,424	1,513,371
Authority	-	3,840
Total operating expenses before depreciation and amortization	<u>75,319,513</u>	<u>70,196,578</u>
Operating income before depreciation and amortization	122,201,486	127,893,024
Depreciation and amortization (note 4)	<u>(75,677,335)</u>	<u>(71,821,310)</u>
Operating income	<u>46,524,151</u>	<u>56,071,714</u>
Non-operating revenues (expenses):		
Interest earned on investments	8,351,301	11,320,057
Net (decrease) increase in fair value of investments	(1,042,801)	4,859,754
Interest expense on revenue bonds outstanding	(55,363,325)	(52,733,844)
Other revenues	<u>3,130,866</u>	<u>1,889,557</u>
Net non-operating expenses	<u>(44,923,959)</u>	<u>(34,664,476)</u>
Change in net assets	1,600,192	21,407,238
Total net assets, beginning of the year	<u>290,810,863</u>	<u>269,403,625</u>
Total net assets, end of the year	<u>\$ 292,411,055</u>	<u>\$ 290,810,863</u>

See accompanying notes to financial statements

Statements of Cash Flows, Years Ended December 31, 2008 and 2007

	<u>2008</u>	<u>2007</u>
Cash flows from operating activities:		
Receipts from patrons	\$ 198,206,719	\$ 198,494,537
Receipts from concessionaires	1,334,883	1,419,224
Receipts from other sources	1,993,667	132,581
Payments to service providers	(45,082,292)	(39,602,382)
Payments to employees	(30,246,064)	(29,491,189)
	<u>126,206,913</u>	<u>130,952,771</u>
Net cash flows provided by operating activities		
Cash flows from noncapital financing activities:		
Proceeds from motor fuel tax apportionment transfers	41,649,346	41,438,854
Payments to the Department of Transportation (ODOT)	(41,649,346)	(41,438,854)
Interest earned and recorded as payable to ODOT	1,610,078	1,662,757
	<u>1,610,078</u>	<u>1,662,757</u>
Net cash flows provided by noncapital financing activities		
Cash flows from capital and related financing activities:		
Issuance of 2007 refinancing bonds	-	45,680,000
Premium on issuance of 2007 refinancing bonds	-	178,313
Payment to refund 2002 bonds	-	(48,056,961)
Payment of bond issuance costs	(1,506)	(563,973)
Acquisition and construction of capital assets	(76,491,736)	(61,610,352)
Principal payment to retire revenue bonds	(38,780,000)	(36,870,000)
Interest paid on revenue bonds outstanding	(54,240,343)	(51,652,174)
	<u>(169,513,585)</u>	<u>(152,895,147)</u>
Net cash flows used in capital and related financing activities		
Cash flows from investing activities:		
Purchase of investments	(193,780,203)	(150,717,010)
Proceeds from sales and maturities of investments	228,472,661	170,724,110
Interest received	8,335,096	11,260,952
Increase (decrease) in arbitrage funds payable to U. S. Treasury	634,346	(144,237)
	<u>43,661,900</u>	<u>31,123,815</u>
Net cash flows provided by investing activities		
Net increase in cash and cash equivalents		
	1,965,306	10,844,196
Cash and cash equivalents, January 1 (including \$66,979,692 and \$62,400,000 for 2008 and 2007, respectively, reported in restricted assets)	<u>95,587,076</u>	<u>84,742,880</u>
Cash and cash equivalents, December 31 (including \$72,614,879 and \$66,979,692 for 2008 and 2007, respectively, reported in restricted assets)	<u>\$ 97,552,382</u>	<u>\$ 95,587,076</u>

See accompanying notes to financial statements

(Continued)

Statements of Cash Flows, Years Ended December 31, 2008 and 2007

	<u>2008</u>	<u>2007</u>
Reconciliation of operating income to net cash provided by operating activities:		
Operating income	\$ 46,524,151	\$ 56,071,714
Adjustments to reconcile operating income to net cash provided by operating activities:		
Utilization of toll credits	(637,623)	(154,486)
Depreciation and amortization	75,677,335	71,821,310
Other non-operating revenue	3,130,866	1,889,557
Changes in assets and liabilities:		
(Increase) in accounts receivable	(158,743)	(216,827)
Decrease (increase) in prepaid expense	21,712	(164,013)
(Increase) in materials inventory	(378,140)	(118,516)
Increase in accounts payable and accrued expenses	396,037	1,296,203
Increase in deferred revenue	1,631,318	527,829
Total adjustments	<u>79,682,762</u>	<u>74,881,057</u>
Net cash flows provided by operating activities	<u>\$ 126,206,913</u>	<u>\$ 130,952,771</u>
Noncash investing, capital, and financing items:		
Unrealized (loss) gain on investments	(760,967)	4,293,043
(Increase) in receivables related to acquisition and construction of capital assets	-	(321,355)
Decrease in contractual obligations related to acquisition and construction of capital assets	-	(1,596,585)

See accompanying notes to financial statements

Notes to Financial Statements, Years Ended December 31, 2008 and 2007**Note 1. Nature of the Organization and Summary of Significant Accounting Policies**

The financial statements of the Oklahoma Turnpike Authority (the Authority), have been prepared in conformity with accounting principles generally accepted in the United States of America (GAAP) as applied to government units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The Authority applies Financial Accounting Standards Board pronouncements and Accounting Principles Board opinions issued on or before November 30, 1989, unless those pronouncements conflict with or contradict GASB pronouncements, in which case, GASB prevails, and all of the GASB pronouncements issued subsequently. The more significant of the Authority's accounting policies are described below:

A. Reporting Entity

The Oklahoma Turnpike Authority is an instrumentality of the State of Oklahoma (the State) and a body corporate and politic created by statute in 1947. The Authority is authorized to construct, maintain, repair, and operate turnpike projects at locations authorized by the Legislature of the State of Oklahoma and approved by the State Department of Transportation. The Authority receives its revenues from turnpike tolls and a percentage of the turnpike concession sales. The Authority may issue Turnpike Revenue Bonds for the purpose of paying the costs of turnpike projects and Turnpike Revenue Refunding Bonds for the purpose of refunding any bonds of the Authority then outstanding. Turnpike Revenue Bonds are payable solely from the tolls and other revenues of the Authority and do not constitute indebtedness of the State.

The Authority is a component unit of the State and is combined with other similar funds to comprise the Enterprise Funds of the State. The Authority's governing body consists of the Governor (ex-officio) and six members who are appointed by the Governor, by and with the consent of the State Senate. The Governor may remove any member of the Authority, at any time, with or without cause. The members are appointed to represent defined geographical districts and to serve without pay for terms of eight years. The Authority has full control over all operations, but must comply with certain bond indentures and Trust Agreements. The Authority employs a Director and Deputy Director to manage the day-to-day operations.

In evaluating how to define the Authority, for financial reporting purposes, management has determined that there are no entities over which the Authority exercises significant influence. Significant influence or accountability is based primarily on operational or financial relationships with the Authority. Since the Authority does not exercise significant influence or accountability over other entities, it has no component units.

B. Basis of Accounting

The operations of the Authority are accounted for as an enterprise fund on an accrual basis in order to recognize the flow of economic resources. Under this basis, revenues are recognized in the period in which they are earned, expenses are recognized in the period in which they are incurred, depreciation of assets is recognized, and all assets and liabilities associated with the operation of the Authority are included in the Statements of Net Assets. The principal revenues of the Authority are toll revenues received from patrons. Deposits of prepayments from PIKEPASS patrons are recorded as deferred revenue on the Statements of Net Assets and are recognized as toll revenue when earned. The Authority also recognizes as operating revenue the rental fees received from concessionaires from operating leases on concession property. Operating expenses for the Authority include the costs of operating the turnpikes, administrative expenses, and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as non-operating revenues and expenses.

The prevailing Trust Agreement dated February 1, 1989 and all supplements thereto (the Trust Agreement) require that the Authority adopt generally accepted accounting principles for government entities, but it also requires that certain funds and accounts be established and maintained. The Authority consolidates these funds and accounts for the purpose of enterprise fund presentation in its external financial statements.

C. Budget

Operating budgets are adopted on a modified accrual (non-GAAP) basis for Revenue Fund expenses, Reserve Maintenance Fund deposits and General Fund project expenses. Project-length financial plans are established for all Reserve Maintenance and General Fund projects and for all new construction projects. All non-project related, unexpended budget amounts lapse at calendar year end. Expenses are recognized in the period in which they are paid rather than the period in which they are incurred for budgetary control purposes. Depreciation is not recognized as an expense, but capital outlays are recognized as expenses for budgetary control purposes. These expenses are reclassified for the purpose of preparing financial reports in accordance with GAAP. See additional information regarding legal compliance for budgets in Note 2.

D. Cash, Cash Equivalents and Investments

Cash includes amounts in demand deposits. Cash equivalents include all highly liquid deposits with an original maturity of three months or less when purchased. These deposits are fully collateralized or covered by federal deposit insurance. The carrying amount of the investments is fair value. The net change in fair value of investments is recorded on the Statements of Revenues, Expenses and Changes in

Net Assets and includes the unrealized and realized gains and losses on investments.

E. Materials Inventory

Inventories of turnpike maintenance materials and supplies are valued at the lower of cost or market using the average cost method. These inventories are charged to expense during the period in which the maintenance or repair occurs.

F. Restricted Assets

Certain proceeds of the Turnpike Revenue Bonds are restricted by applicable bond covenants for construction or set aside as reserves to ensure repayment of the bonds. Certain assets advanced to the Authority monthly from motor fuel excise taxes are restricted in accordance with the Trust Agreement for the purpose of paying debt interest and principal if other available sources are not sufficient (see Note 10). Also, certain other assets are accumulated and restricted on a monthly basis in accordance with the Trust Agreement for the purpose of paying debt interest and principal payments that are due on a semi-annual and annual basis, respectively, and for the purpose of maintaining the reserve funds at the required levels. Payments from these restricted accounts are strictly governed by the Trust Agreement and are only made in compliance with the Trust Agreement. Limited types of expenses may be funded from these restricted accounts. Those types of expenses which do not meet these standards are funded from unrestricted accounts. The funds and accounts are established as follows:

- The "Senior Bond Interest and Sinking Accounts" are established as sinking funds for the payment of interest and principal of the senior lien revenue bonds.
- The "Subordinate Bond Interest and Sinking Accounts" are established as sinking funds for the payment of interest and principal of the subordinate lien revenue bonds.
- The "Senior Bond Reserve Accounts" are established for the purpose of paying interest and maturing principal in the event that monies held in the "Senior Bond Interest and Sinking Accounts" and "Turnpike Trust Fund," and monies available in the "General Fund" and "Reserve Maintenance Fund" are insufficient for such purpose.
- The "Subordinate Bond Reserve Account" is established for the purpose of paying interest and maturing principal in the event that monies held in the "Subordinate Bond Interest and Sinking Accounts" and "Turnpike Trust Fund," and monies available in the "General Fund" and "Reserve Maintenance Fund" are insufficient for such purpose.
- The "Turnpike Trust Fund" is established for the purpose of depositing and segregating the apportionments of motor fuel excise taxes by the Oklahoma Tax Commission derived from the sale of fuels on all Authority turnpikes

and can be used only to compensate for any deficiency in the monies otherwise available for the payment of bond interest and principal (see Note 10).

- The "Reserve Maintenance Fund" is established for the purpose of applying and holding monies in reserve to pay the cost of resurfacing, extraordinary maintenance or repairs, engineering expenses, insurance premiums or self-insurance reserves and interest and maturing principal if monies in the "Senior Bond Interest and Sinking Accounts" and "Subordinate Bond Interest and Sinking Accounts" are insufficient for such purposes.
- The "Construction Funds" are established for the purpose of holding bond proceeds and other financing sources to be used to pay the costs of turnpike construction or improvements.

The Authority has also established the following additional funds by policy for the purpose of restricting monies for which the Authority is liable to others:

- The "Arbitrage Rebate and Interest Fund" is established for the purpose of holding and paying arbitrage investment earnings to the U.S. Treasury as a result of investing tax exempt bond proceeds at rates of return exceeding the maximum amount that is permitted under the applicable tax code.
- The "PIKEPASS Prepayment Fund" is established for the purpose of receiving and holding prepayments received from turnpike patrons using the electronic vehicle identification method of paying tolls.

G. Compensated Absences

Vested or accumulated vacation leave is recorded as an expense and a liability as the benefits accrue to employees. The portion that is estimated to be due within one year is included with the current liabilities. There are no accumulating sick leave benefits that vest for which any liability must be recognized.

H. Capital Assets

All capital assets are stated at cost. Capital assets are defined as assets with initial, individual costs exceeding \$5,000 to \$20,000 depending on asset category. Depreciation is computed on the straight-line method over the following estimated useful lives:

Roads and bridges	30 years
Improvements	5-30 years
Buildings	5-30 years
Equipment	3-7 years
Capitalized interest	30 years

A full month's depreciation is taken in the month an asset is placed in service. When property and equipment are disposed, depreciation is removed from the respective accounts, and the resulting gain or loss, if any, is recorded in operations. Interest costs incurred on revenue bonds

used to finance the construction or acquisition of assets are capitalized. The amount of interest capitalized is calculated by offsetting interest expense incurred from the date of the borrowing until completion of the project with interest earned on invested proceeds over the same period. There was no interest capitalized in 2008 or 2007. Amortization of capitalized interest is included in depreciation expense.

I. Net Bond Premiums and Bond Issuance Costs

Net bond premiums are presented as additions to the face amount of bonds payable on the Statements of Net Assets. Bond issuance costs are presented as a deferred asset on the Statements of Net Assets. The net premiums and issuance costs are amortized over the life of the bonds on a method that approximates the effective interest method. Amortization expense related to net bond premiums was approximately \$830,000 and \$855,000 at December 31, 2008 and 2007, respectively, and is included as a component of interest expense on revenue bonds outstanding on the Statements of Revenues, Expenses and Changes in Net Assets. Depreciation and amortization expense includes amortization of bond issuance costs for 2008 and 2007 of approximately \$1,801,000 and \$613,000, respectively.

J. Arbitrage Rebate Payable

The Tax Reform Act of 1986 imposed additional restrictive regulations, reporting requirements and arbitrage rebate liability on issuers of tax-exempt debt. This Act requires the remittance to the Internal Revenue Service (IRS) of 90% of the cumulative rebatable arbitrage within 60 days of the end of each five-year reporting period following the issuance of governmental bonds. In July 2007, the Authority made an anniversary payment to the IRS totaling approximately \$764,000 for the Authority's current rebatable arbitrage liability on the Series 2002A and B Bonds. The Authority's policy is to record the estimated amount owed annually as a liability. The Authority's cumulative arbitrage rebate liability at December 31, 2008 and 2007 was approximately \$1,098,000 and \$463,000, respectively.

K. Income Taxes

The Authority is an instrumentality of the State of Oklahoma. As such, income earned in the exercise of its essential government functions is exempt from state or federal income taxes.

L. Estimates

The preparation of financial statements in conformity with GAAP requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

Note 2. Legal Compliance-Budgets

On or before October 10 each year the Authority is required to prepare a preliminary budget of current expenses, monthly deposits to the Reserve Maintenance Fund, and the purposes for which the monies held in the Reserve Maintenance Fund will be expended for the ensuing year. Copies of the preliminary budget must be filed with the bond Trustee and each depository, and mailed to the consulting engineers, traffic engineers and all bondholders who have filed their names and addresses with the Secretary and Treasurer of the Authority. If the Trustee or the owners of 5% in aggregate principal amount of outstanding bonds request the Authority in writing on or before November 1 in such a year, the Authority shall hold a public hearing on or before November 20. The Authority is required by the Trust Agreement to adopt a final budget on or before December 1 of each year. The budget is prepared by division at the object detail level, and includes information regarding the preceding year. Project-length financial plans are established for all new construction projects.

The Authority may not expend any amount or incur any obligations for maintenance, repairs and operations in excess of the total amount of the budgeted expenses in the Revenue Fund unless the funding source is other than revenues received from the Turnpike System. The Authority may expend additional monies from the Reserve Maintenance Fund in excess of the budget of monthly deposits. The Director and Deputy Director are authorized to approve all line item and inter-division budget transfers. Budget amendments must be approved by the governing body in a manner similar to the adoption of the annual budget. There were no occurrences of budget noncompliance in 2008 or 2007.

Note 3. Deposits and Investments

Deposits. At December 31, 2008 and 2007, the carrying amounts of the Authority's cash deposits were \$1,701,424 and \$1,669,572, respectively. The bank balances were \$1,208,739 and \$2,628,420, respectively. At December 31, 2008 and 2007, the carrying amount and bank balances of the Authority's cash equivalents were \$95,850,958 and \$93,917,504, respectively. Under the terms of the Trust Agreement, all monies deposited with the Trustee in excess of the amount insured by the Federal Deposit Insurance Corporation shall be continuously secured with collateralized securities held by the Authority's agent in the Authority's name. The Authority has complied with the terms of the Trust Agreement in 2008 and 2007.

Investments. The fair values of the Authority's investments at December 31, 2008 and 2007 were \$199,623,549 and \$235,358,808, respectively.

Credit Risk. The Trust Agreement establishes the investment policy for the Authority. Under the terms of the Trust Agreement, the Authority can invest in (a) government obligations, federally issued or guaranteed bonds, debentures or notes; (b) defeased municipal obligations; (c) repurchase agreements meeting certain conditions defined in the Authority's Trust Agreement; (d) certificates of deposit and time deposits in, or interests in money

market portfolios meeting certain conditions defined in the Authority's Trust Agreement; (e) commercial paper; (f) obligations and full faith and credit obligations of state or local government issuers; (g) shares of stock in a corporation that is a regulated investment company and invests all of its assets in government obligations; and/or (h) any unsecured or secured agreement with the Federal National Mortgage Association (FNMA) or any bank, trust company or national banking association or a corporation meeting certain conditions defined in the Authority's Trust Agreement. The Authority's 2008 and 2007 investments in Federal Home Loan Bank (FHLB) debt securities were rated Aaa by Moody's Investor Services (Moody's) and AAA by Standard & Poor's (S & P). The Authority's 2007 investments in Federal Home Loan Mortgage Corporation (FHLMC) and FNMA debt securities were rated by Moody's and S & P as Aaa and AAA, respectively. The Authority's 2007 investment in FHLMC was rated by Fitch as AAA. All the Authority's investments in U.S. debt instruments are issued or explicitly guaranteed by the U. S. Government.

The Authority also has an investment policy for funds not pledged as security under the Trust Agreement. Under this policy, these funds can be invested in equity securities, fixed income securities and cash equivalents. The portfolio must be invested with a minimum investment in equity securities of 30% and a maximum of 50% and a minimum investment in fixed income securities of 50% and a maximum of 70%. For equity securities, the ownership of stock of any one issuer is limited to no more than 10% or the percentage of its weighting in the S & P 500 Index, whichever is higher, of the total equity assets of the portfolio. No securities of common stock in non-public corporations, short sales, letter or restricted stock and buying and selling on margin may be purchased. Fixed Income securities with a single issuer, with the exception of the U.S. government and its fully guaranteed agencies, must not exceed 10% of the portfolio's market value; total exposure to any one industry shall not exceed 30% of the portfolio's market value. Corporate debt issues must meet or exceed an A credit rating from Moody's and S & P. No fixed income securities of convertible bonds, denominated foreign debt, private placements, fixed income and interest rate futures and other specialized investments may be purchased.

The Authority has complied with the terms of the Trust Agreement and its investment policy in 2008 and 2007.

Interest Rate Risk. The Trust Agreement also specifically defines the maturity periods for each of the Authority's funds and accounts (see Note 1(F)). These maturity limits range from 6 months to 7 years. For funds not pledged as security under the Trust Agreement, the average maturity of fixed income securities should not exceed 10 years. The Authority has no other policies limiting investment maturities. The Authority has complied with the terms of the Trust Agreement and its investment policy in 2008 and 2007.

Concentration of Credit Risk. There is no limit on the amount the Authority may invest in any one issuer. The Authority's investments in FHLB debt securities were 25.4% and 19.9% of total investments at December 31, 2008 and 2007, respectively. The Authority also has a significant investment in a JPMorgan Chase Bank (JPMorgan) Repurchase Agreement, representing 25.5% and 21.6% of total investments at December 31, 2008 and 2007, respectively. This Repurchase Agreement bears a yield

equal to the rate of 5.991%. If the rating of unsecured senior long-term debt obligations of JPMorgan falls below A by Moody's or S&P, then the Repurchase Agreement can be collateralized with additional securities, transferred with the consent of the Trustee to another entity with long-term senior unsecured debt rated at A or better by Moody's and S&P, or terminated if neither of the above conditions are met. Certain JPMorgan unsecured senior long-term debt is rated Aa1 by Moody's and AA- by S&P and Fitch. Wells Fargo Bank Minnesota, N.A., correspondent custodian, holds the collateral for this agreement directly for the benefit of the customers of the custodian, Bank of Oklahoma N.A. The transaction matures every 30 days and is automatically renewed until January 1, 2022. The terms of this Repurchase Agreement are governed by the Master Repurchase Agreement between JPMorgan and Bank of Oklahoma, N.A., Trustee, as supplemented by the letter agreement dated May 23, 2002.

The Authority's investments at December 31, 2008 and 2007 include the following for each year, respectively: U.S. Treasuries \$92,575,666 and \$120,721,710; FHLB debt securities \$50,774,495 and \$46,859,038; an open-end mutual fund \$2,921,193 and \$4,751,195; closed-end equity funds of \$2,388,445 and \$3,892,575; a repurchase agreement of \$50,936,450, and an investment in a State and Local Government Security of \$27,300 in each year. In 2007, the Authority's investments also included FHLMC debt securities of \$5,496,215; FNMA debt securities of \$1,304,426 and U. S. Strips of \$1,369,899. See individual investment details as of December 31, 2008 and 2007 in the following schedules of Cash, Cash Equivalents and Investments.

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2008

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value
Unrestricted:					
General Fund:					
Caval Hill U.S. Treasury	- %	12/31/08	Demand	\$ 479,356	\$ 479,356
Invesco AIM TST Prem-Inst	-	12/31/08	Demand	8,284,000	8,284,000
Invesco AIM Govt & Agncy	-	12/31/08	Demand	2,647,962	2,647,962
FHLB	4.400	01/25/05	01/25/10	5,000,000	5,001,550
FHLB	3.450	02/22/08	02/22/11	5,000,000	5,001,550
FHLB	3.700	05/13/08	05/13/11	1,500,000	1,515,233
FHLB	3.500	02/11/08	08/11/11	2,000,000	2,005,940
FHLB	4.000	10/14/08	10/14/11	300,000	302,672
FHLB	5.020	05/03/07	05/03/12	2,565,000	2,692,455
FHLB	5.050	05/07/07	05/07/12	2,435,000	2,557,517
FHLB	5.125	05/25/07	05/25/12	5,000,000	5,262,500
FHLB	4.500	08/06/08	08/06/12	4,990,950	5,099,225
FHLB	4.300	09/04/08	09/04/12	3,992,800	4,069,380
FHLB	3.875	02/27/08	02/27/13	2,000,000	2,006,880
FHLB	4.250	05/14/08	05/14/13	1,500,000	1,516,178
FHLB	4.350	03/13/08	09/13/13	1,000,000	1,005,940
FHLB	4.440	02/19/08	02/19/15	2,000,000	2,006,880
FHLB	4.700	05/14/08	05/14/15	500,000	514,220
FHLB	5.200	08/20/08	08/20/15	3,000,000	3,126,090
U. S. Treasury Notes	4.875	02/15/07	01/31/09	5,000,781	5,019,325
U. S. Treasury Notes	4.875	05/16/06	05/15/09	4,984,375	5,087,300
U. S. Treasury Notes	3.625	08/19/08	07/15/09	3,041,484	3,054,495
U. S. Treasury Notes	4.625	Various	11/15/09	14,994,531	15,548,998
U. S. Treasury Notes	4.750	Various	02/15/10	12,033,789	12,575,160
U. S. Treasury Notes	5.000	06/11/07	02/15/11	2,999,297	3,280,545
U. S. Treasury Notes	4.125	07/28/08	08/31/12	3,100,665	3,318,750
U. S. Treasury Notes	3.875	07/10/08	10/31/12	2,899,859	3,099,908
State and Local Government Security	-	11/30/90	02/21/21	27,300	27,300
				<u>103,277,149</u>	<u>106,107,309</u>
Revenue Fund:					
Invesco AIM TST Prem-Inst	-	12/31/08	Demand	2,578,500	2,578,500
Invesco AIM Govt & Agncy	-	12/31/08	Demand	11,134,440	11,134,440
				<u>13,712,940</u>	<u>13,712,940</u>
Total unrestricted cash equivalents & investments				<u>116,990,089</u>	<u>119,820,249</u>
Restricted:					
Reserve Maintenance Fund:					
Caval Hill U.S. Treasury	-	12/31/08	Demand	1,502,000	1,502,000
Invesco AIM Govt & Agncy	-	12/31/08	Demand	2,546,656	2,546,656
FHLB	3.450	02/22/08	02/22/11	2,000,000	2,000,620
U.S. Treasury Notes	4.875	05/10/07	05/15/09	997,720	1,017,460
				<u>7,046,376</u>	<u>7,066,736</u>
1998 A&B Bond Service Account:					
Caval Hill U.S. Treasury	-	12/31/08	Demand	19,296,055	19,296,055
				<u>19,296,055</u>	<u>19,296,055</u>
Revenue Reserve Account					
JP Morgan Chase Repo	5.991	05/23/02	01/01/22	50,936,450	50,936,450
				<u>50,936,450</u>	<u>50,936,450</u>
2002 A&B Bond Service Account:					
Caval Hill U.S. Treasury	-	12/31/08	Demand	34,482,550	34,482,550
				<u>34,482,550</u>	<u>34,482,550</u>
2006 Fixed Rate Debt Service Account:					
Caval Hill U.S. Treasury	-	12/31/08	Demand	1,984,692	1,984,692
				<u>1,984,692</u>	<u>1,984,692</u>
2006 Variable Rate Debt Service Account:					
Caval Hill U.S. Treasury	-	12/31/08	Demand	1,763,863	1,763,863
				<u>1,763,863</u>	<u>1,763,863</u>

FINANCIAL SECTION

2008 CAFR

OKLAHOMA TURNPIKE AUTHORITY

	<u>Applicable Interest Rate</u>	<u>Purchase Date</u>	<u>Maturity Date</u>	<u>Original Cost</u>	<u>Fair Value</u>
2007 Bond Service Account:					
Cavalan Hill U.S. Treasury	-	%	12/31/08	\$ 1,115,382	\$ 1,115,382
				<u>1,115,382</u>	<u>1,115,382</u>
Turnpike Trust Fund:					
Cavalan Hill U.S. Treasury	-	12/31/08	Demand	5,275,558	5,275,558
U. S. Treasury Notes	4.875	05/16/06	05/15/09	9,496,328	9,665,870
U. S. Treasury Notes	5.500	Various	05/15/09	1,016,164	1,019,845
U. S. Treasury Notes	4.000	Various	06/15/09	3,450,211	3,560,428
U. S. Treasury Notes	3.625	08/19/08	07/15/09	3,041,719	3,054,495
U. S. Treasury Notes	3.500	08/13/08	02/15/10	6,127,813	6,215,160
U. S. Treasury Notes	4.750	02/16/07	02/15/10	5,509,570	5,763,615
U. S. Treasury Notes	5.000	Various	02/15/11	2,518,656	2,733,788
U. S. Treasury Notes	4.500	08/13/08	02/28/11	3,139,922	3,244,695
U. S. Treasury Notes	4.125	07/28/08	08/31/12	2,067,109	2,212,499
				<u>41,643,050</u>	<u>42,745,953</u>
Prepaid PIKEPASS Fund:					
Cavalan Hill U.S. Treasury	-	12/31/08	Demand	2,759,944	2,759,944
FHLB	3.700	05/13/08	05/13/11	500,000	505,393
FHLB	3.500	02/11/08	08/11/11	500,000	501,485
FHLB	4.000	10/14/08	10/14/11	300,000	302,672
FHLB	4.500	08/06/08	08/06/12	499,095	509,923
FHLB	3.875	02/27/08	02/27/13	500,000	501,720
FHLB	4.250	05/14/08	05/14/13	500,000	505,078
FHLB	4.350	03/13/08	09/13/13	500,000	502,970
FHLB	4.700	05/14/08	05/14/15	500,000	514,220
FHLB	5.200	08/20/08	08/20/15	500,000	521,015
FHLB	5.100	02/13/08	02/13/18	23,148	23,155
FHLB	4.000	04/25/08	04/25/18	500,000	500,315
FHLB	5.250	05/14/08	05/14/18	200,000	201,719
U. S. Treasury Notes	5.500	07/07/06	05/15/09	354,467	356,946
U. S. Treasury Notes	4.000	11/30/07	06/15/09	253,496	254,316
U. S. Treasury Notes	5.750	Various	08/15/10	518,936	543,085
U. S. Treasury Notes	4.875	02/10/06	02/15/12	1,009,247	1,119,295
U. S. Treasury Notes	4.125	07/28/08	08/31/12	775,166	829,688
Vanguard 500 Index Trust (open-end mutual fund)	-	Various	Demand	4,016,421	2,921,193
Ishares Morgan Stanley Capital International Europe Asia Far East Index (closed-end equity fund)	-	Various	Demand	559,810	471,030
Ishares Russell Midcap Index (closed-end equity fund)	-	10/22/07	Demand	193,463	104,510
Ishares Russell 2000 Index (closed-end equity fund)	-	Various	Demand	181,357	147,720
Ishares S&P Midcap 4000 (closed-end equity fund)	-	10/22/07	Demand	270,420	159,990
Ishares S&P Smallcap 600 (closed-end equity fund)	-	Various	Demand	288,310	241,835
S&P 500 Depository Receipts (closed-end equity fund)	-	Various	Demand	1,674,804	1,263,360
				<u>17,878,084</u>	<u>16,262,577</u>
Total restricted cash equivalents and investments				<u>176,146,502</u>	<u>175,654,258</u>
Cash balance (unrestricted & restricted)				-	1,701,424
Total Cash, Cash Equivalents and Investments				<u>\$ 293,136,591</u>	<u>\$ 297,175,931</u>

Schedule of Cash, Cash Equivalents and Investments as of December 31, 2007

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value
Unrestricted:					
General Fund:					
American Performance Treasury Fund	- %	12/31/07	Demand	\$ 769,677	\$ 769,677
Commercial Paper	0.900	12/31/07	Demand	15,337,206	15,337,206
FHLB	4.500	03/31/05	06/30/08	3,000,000	3,000,000
FHLB	4.500	09/26/05	09/26/08	2,000,000	2,004,070
FHLB	3.250	06/18/03	12/18/08	4,000,000	3,970,620
FHLB	3.500	06/19/03	06/19/09	6,000,000	5,979,390
FHLB	4.400	01/25/05	01/25/10	5,000,000	5,000,000
FHLB	4.300	04/01/03	04/01/10	6,000,000	6,000,000
FHLB	5.050	08/25/05	08/25/10	1,000,000	1,001,560
FHLB	5.020	05/03/07	05/03/12	2,565,000	2,649,170
FHLB	5.050	05/07/07	05/07/12	2,435,000	2,517,193
FHLB	5.125	05/25/07	05/25/12	5,000,000	5,182,825
FHLB	5.700	09/26/07	09/26/14	500,000	505,392
FHLMC	4.020	04/15/04	04/15/10	5,000,000	4,993,900
U. S. Treasury Notes	5.500	04/08/05	02/15/08	1,045,625	1,002,890
U. S. Treasury Notes	5.625	08/16/04	05/15/08	18,745,938	18,150,480
U. S. Treasury Notes	3.750	11/16/07	05/15/08	5,004,883	5,007,425
U. S. Treasury Notes	3.250	08/16/04	08/15/08	7,014,766	6,998,915
U. S. Treasury Notes	4.875	02/15/07	01/31/09	5,000,781	5,090,225
U. S. Treasury Notes	4.875	05/16/06	05/15/09	4,984,376	5,119,525
U. S. Treasury Notes	4.625	Various	11/15/09	14,994,531	15,437,100
U. S. Treasury Notes	4.750	Various	02/15/10	12,033,787	12,418,140
U. S. Treasury Notes	5.000	06/11/07	02/15/11	2,999,297	3,168,991
State and Local Government Security	-	11/30/90	02/21/21	27,300	27,300
				<u>130,458,167</u>	<u>131,331,994</u>
Revenue Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	1,866,177	1,866,177
Commercial Paper	0.900	12/31/07	Demand	10,682,171	10,682,171
				<u>12,548,348</u>	<u>12,548,348</u>
Total unrestricted cash equivalents & investments				<u>143,006,515</u>	<u>143,880,342</u>
Restricted:					
Reserve Maintenance Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	934,382	934,382
Commercial Paper	0.900	12/31/07	Demand	6,638,860	6,638,860
FHLB	4.300	05/09/05	05/09/08	2,000,000	1,997,500
FHLB	4.500	09/26/05	09/26/08	2,000,000	2,004,070
U. S. Treasury Notes	5.500	04/08/05	02/15/08	2,038,025	2,005,780
U. S. Treasury Notes	5.000	02/09/07	07/31/08	2,000,703	2,018,130
U. S. Treasury Notes	4.875	05/10/07	05/15/09	2,502,507	2,559,762
				<u>18,114,477</u>	<u>18,158,484</u>
1998 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	19,041,202	19,041,202
				<u>19,041,202</u>	<u>19,041,202</u>
Revenue Reserve Account					
JP Morgan Chase Repo	5.991	05/23/02	01/01/22	50,936,450	50,936,450
				<u>50,936,450</u>	<u>50,936,450</u>
2002 A&B Bond Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	32,935,360	32,935,360
				<u>32,935,360</u>	<u>32,935,360</u>
2006 Fixed Rate Debt Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	1,999,682	1,999,682
				<u>1,999,682</u>	<u>1,999,682</u>
2006 Variable Rate Debt Service Account:					
American Performance Treasury Fund	-	12/31/07	Demand	1,650,065	1,650,065
				<u>1,650,065</u>	<u>1,650,065</u>

	Applicable Interest Rate	Purchase Date	Maturity Date	Original Cost	Fair Value
2007 Bond Service Account:					
American Performance Treasury Fund	- %	12/31/07	Demand	\$ 1,080,109	\$ 1,080,109
				<u>1,080,109</u>	<u>1,080,109</u>
Turnpike Trust Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	607,856	607,856
U. S. Treasury Notes	5.625	Various	05/15/08	6,964,609	6,806,428
U. S. Treasury Notes	3.750	11/19/07	05/15/08	1,501,465	1,502,228
U. S. Treasury Notes	3.250	08/16/04	08/15/08	1,803,797	1,799,721
U. S. Treasury Notes	4.125	Various	08/15/08	4,977,109	5,022,650
U. S. Treasury Notes	4.375	Various	11/15/08	996,719	1,008,205
U. S. Treasury Notes	4.875	05/16/06	05/15/09	9,496,328	9,727,098
U. S. Treasury Notes	5.500	Various	05/15/09	1,016,164	1,032,815
U. S. Treasury Notes	4.000	Various	06/15/09	3,450,211	3,546,760
U. S. Treasury Notes	4.750	02/16/07	02/15/10	5,509,570	5,691,648
U. S. Treasury Notes	5.000	Various	02/15/11	2,518,656	2,640,825
U. S. Treasury Strips	-	Various	02/15/08	1,232,338	1,369,899
				<u>40,074,822</u>	<u>40,756,133</u>
Prepaid PIKEPASS Fund:					
American Performance Treasury Fund	-	12/31/07	Demand	374,757	374,757
FHLB	4.100	11/19/03	11/19/08	1,000,000	999,221
FHLB	3.050	06/30/03	12/30/08	500,000	495,313
FHLB	3.280	07/16/03	01/16/09	500,000	496,563
FHLB	4.450	05/27/04	05/27/09	500,000	500,000
FHLB	4.350	12/03/07	09/03/10	500,000	500,860
FHLB	4.000	04/15/04	10/15/10	300,000	299,627
FHLB	4.800	11/24/03	11/24/10	750,000	750,000
FHLB	4.750	12/15/03	12/15/10	250,000	250,000
FHLB	4.650	12/19/07	12/19/11	500,000	503,438
FHLB	6.000	06/15/06	06/18/13	250,000	252,226
FHLMC	6.000	04/24/06	04/04/16	496,250	502,315
FNMA	5.300	02/26/07	02/26/10	1,000,000	1,002,035
FNMA	6.000	05/30/06	05/30/13	300,000	302,391
U. S. Treasury Notes	5.625	08/16/04	05/15/08	646,750	605,016
U. S. Treasury Notes	5.000	01/10/07	07/31/08	150,258	151,360
U. S. Treasury Notes	5.500	07/07/06	05/15/09	354,467	361,485
U. S. Treasury Notes	4.000	11/30/07	06/15/09	253,496	253,340
U. S. Treasury Notes	5.750	Various	08/15/10	518,936	533,673
U. S. Treasury Notes	4.875	02/10/06	02/15/12	1,009,248	1,061,095
Vanguard 500 Index Trust (open-end mutual fund)	-	Various	Demand	4,016,421	4,751,195
Ishares Morgan Stanley Capital International Europe Asia Far East Index (closed-end equity fund)	-	Various	Demand	559,810	824,250
Ishares Russell Midcap Index (closed-end equity fund)	-	Various	Demand	193,463	181,195
Ishares Russell 2000 Index (closed-end equity fund)	-	Various	Demand	181,357	227,760
Ishares S&P Midcap 4000 (closed-end equity fund)	-	Various	Demand	270,420	254,820
Ishares S&P Smallcap 600 (closed-end equity fund)	-	Various	Demand	288,310	357,610
S&P 500 Depository Receipts (closed-end equity fund)	-	Various	Demand	1,674,804	2,046,940
				<u>17,338,747</u>	<u>18,838,485</u>
Total restricted cash equivalents and investments				<u>183,170,914</u>	<u>185,395,970</u>
Cash balance (unrestricted & restricted)				-	1,669,572
Total Cash, Cash Equivalents and Investments				<u>\$ 326,177,429</u>	<u>\$ 330,945,884</u>

Note 4. Capital Assets

The following schedules summarize the capital assets of the Authority as of December 31, 2008 and 2007:

2008	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	\$ 162,596,479	\$ 68,840	\$ -	\$ 162,665,319
Construction work in progress	82,242,515	77,912,590	(89,796,014)	70,359,091
Total capital assets, not being depreciated	<u>244,838,994</u>	<u>77,981,430</u>	<u>(89,796,014)</u>	<u>233,024,410</u>
Capital assets, being depreciated:				
Roads and bridges	1,103,303,046	10,657,500	-	1,113,960,546
Improvements	588,217,075	64,049,463	-	652,266,538
Buildings	85,857,246	425,562	-	86,282,808
Equipment	135,423,371	8,667,090	(9,893,804)	134,196,657
Capitalized interest	111,896,612	-	-	111,896,612
Total capital assets, being depreciated	<u>2,024,697,350</u>	<u>83,799,615</u>	<u>(9,893,804)</u>	<u>2,098,603,161</u>
Less accumulated depreciation for:				
Roads and bridges	(559,485,953)	(28,083,488)	-	(587,569,441)
Improvements	(342,808,463)	(28,273,821)	-	(371,082,284)
Buildings	(32,307,978)	(2,345,202)	-	(34,653,180)
Equipment	(100,845,476)	(12,334,815)	9,660,983	(103,519,308)
Capitalized interest	(53,668,791)	(2,838,753)	-	(56,507,544)
Total accumulated depreciation	<u>(1,089,116,661)</u>	<u>(73,876,079)</u>	<u>9,660,983</u>	<u>(1,153,331,757)</u>
Total capital assets, being depreciated, net	<u>935,580,689</u>	<u>9,923,536</u>	<u>(232,821)</u>	<u>945,271,404</u>
Total capital assets, net	<u>\$ 1,180,419,683</u>	<u>\$ 87,904,966</u>	<u>\$ (90,028,835)</u>	<u>\$ 1,178,295,814</u>

2007	Beginning Balance	Increases	Decreases	Ending Balance
Capital assets, not being depreciated				
Land	\$ 162,515,857	\$ 158,654	\$ (78,032)	\$ 162,596,479
Construction work in progress	104,655,776	67,963,010	(90,376,271)	82,242,515
Total capital assets, not being depreciated	<u>267,171,633</u>	<u>68,121,664</u>	<u>(90,454,303)</u>	<u>244,838,994</u>
Capital assets, being depreciated:				
Roads and bridges	1,102,992,888	310,158	-	1,103,303,046
Improvements	510,727,514	78,661,253	(1,171,692)	588,217,075
Buildings	81,716,868	4,163,808	(23,430)	85,857,246
Equipment	131,922,607	5,971,486	(2,470,722)	135,423,371
Capitalized interest	111,896,612	-	-	111,896,612
Total capital assets, being depreciated	<u>1,939,256,489</u>	<u>89,106,705</u>	<u>(3,665,844)</u>	<u>2,024,697,350</u>
Less accumulated depreciation for:				
Roads and bridges	(531,758,189)	(27,727,764)	-	(559,485,953)
Improvements	(318,512,735)	(24,452,629)	156,901	(342,808,463)
Buildings	(30,031,850)	(2,288,233)	12,105	(32,307,978)
Equipment	(89,207,272)	(13,901,324)	2,263,120	(100,845,476)
Capitalized interest	(50,830,037)	(2,838,754)	-	(53,668,791)
Total accumulated depreciation	<u>(1,020,340,083)</u>	<u>(71,208,704)</u>	<u>2,432,126</u>	<u>(1,089,116,661)</u>
Total capital assets, being depreciated, net	<u>918,916,406</u>	<u>17,898,001</u>	<u>(1,233,718)</u>	<u>935,580,689</u>
Total capital assets, net	<u>\$ 1,186,088,039</u>	<u>\$ 86,019,665</u>	<u>\$ (91,688,021)</u>	<u>\$ 1,180,419,683</u>

Note 5. Risk Management

In conjunction with its normal operations, the Authority is exposed to various risks related to the damage or destruction of its assets from both natural and man-made occurrences, tort/liability claims, errors and omissions claims and professional liability claims. As a result of these exposures, the Authority has developed a comprehensive risk management program that participates with the State of Oklahoma's Risk Management Division in a pooled operation for the majority of this coverage.

As a member of the State of Oklahoma Risk Management pool, the Authority assumes the responsibility for maintaining and reporting to the pool all real and personal property for which it requires insurance coverage. The Authority is also responsible for providing relevant financial and operational data to the pool for all potential losses. The pool, on the other hand, serves as the primary insurer to the Authority with additional layers of coverage provided by commercial insurers for coverage in excess of the self-retained levels of risk assumed by the pool and the governmental immunity provided by state statutes.

The Authority also carries insurance with private insurers for a few high-risk assets under an "all risks" policy. Additional details of this coverage and the corresponding levels of self-retained risk and limits of coverage are noted separately within the financial section of this report as shown on the "Schedule of Insurance in Force."

The self-retention level for property and casualty coverage for non-bridge property is \$10,000 per incident, while the overall limit of coverage for bridges and non-bridge property is approximately \$1,155,400,000. All categories of insurance coverage in place were either maintained at current levels or increased as to overall limits of coverage and reduction of self-retained risk to reduce the overall exposure of risk to the Authority. There were no settlements in excess of insurance coverage in 2008, 2007 or 2006.

The following schedule summarizes the revenue bonds outstanding as of December 31, 2008:

2008	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 1998A	05/01/1998	\$ 18,425,000	\$ -	\$ (8,945,000)	\$ 9,480,000	\$ 9,480,000
Series 1998B	07/01/1998	18,005,000	-	(8,760,000)	9,245,000	9,245,000
Series 2002A-B	05/01/2002	443,020,000	-	(21,075,000)	421,945,000	23,420,000
Series 2006A	08/24/2006	104,790,000	-	-	104,790,000	-
Series 2006B-F	08/24/2006	530,800,000	-	-	530,800,000	-
Series 2007A	06/06/2007	45,680,000	-	-	45,680,000	175,000
Total		\$ 1,160,720,000	\$ -	\$ (38,780,000)	\$ 1,121,940,000	\$ 42,320,000

The following schedule summarizes the revenue bonds outstanding as of December 31, 2007:

2007	Date of Issuance	Beginning Balance	Additions	Retired	Ending Balance	Due Within One Year
Series 1998A	05/01/1998	\$ 26,905,000	\$ -	\$ (8,480,000)	\$ 18,425,000	\$ 8,945,000
Series 1998B	07/01/1998	26,350,000	-	(8,345,000)	18,005,000	8,760,000
Series 2002A-B	05/01/2002	508,055,000	-	(65,035,000)	443,020,000	21,075,000
Series 2006A	08/24/2006	104,790,000	-	-	104,790,000	-
Series 2006B-F	08/24/2006	530,800,000	-	-	530,800,000	-
Series 2007A	06/06/2007	-	45,680,000	-	45,680,000	-
Total		\$ 1,196,900,000	\$ 45,680,000	\$ (81,860,000)	\$ 1,160,720,000	\$ 38,780,000

Note 6. Operating Leases

The Authority has entered into various non-cancelable contracts with concessionaires to provide patron services on the Oklahoma Turnpike System. The contracts are generally for five-year terms, with two five-year renewal options. These contracts provide for the Authority to receive concession revenue, including minimum rentals plus contingent rentals based on sales volume. The Authority also leases antenna space under non-cancelable contracts with a 20-year term. The total cost of leased concession areas was \$25,909,451 and \$25,907,451 at the end of December 31, 2008 and 2007 and accumulated depreciation totaled \$20,135,814 and \$19,478,553, respectively. Total future minimum rental payments to be received as of December 31, 2008, are approximately:

Year	Minimum Lease Rentals
2009	\$ 92,254
2010	67,171
2011	66,794
2012	56,794
2013	6,794
Thereafter	54,935
Total	\$ 344,742

Note 7. Revenue Bonds

The Authority issues revenue bonds from time to time for the purpose of financing capital improvements and new projects. In addition, when the market environment indicates favorable results, the Authority will issue bonds to restructure its debt to take advantage of these economic factors. As of December 31, 2008, the Authority has Series 1998 Revenue Bonds (fixed rate), Series 2002 Refunding Bonds (fixed rate), Series 2006 Refunding Bonds (fixed and variable rate), and Series 2007 Refunding Bonds (fixed rate) outstanding.

The fixed rate revenue bond debt service requirements below are prepared as of December 31, 2008:

Year Ended January 1	Total Revenue Bonds - Fixed	
	Principal	Interest
2009	\$ 42,320,000	\$ 28,771,055
2010	45,095,000	26,563,180
2011	48,645,000	24,615,105
2012	49,100,000	22,411,105
2013	49,610,000	20,174,899
2014-2018	189,545,000	69,778,177
2019-2022	166,825,000	20,898,240
	<u>\$ 591,140,000</u>	<u>\$ 213,211,761</u>

Description of Fixed Rate Debt - On June 6, 2007, the Authority closed on the delivery of Series 2007A Refunding Second Senior Revenue Bonds totaling \$45,680,000. The Series 2007A Bonds were issued for the purpose of (1) refunding the portion of the Series 2002A and B Refunding Second Senior Revenue Bonds eligible for advanced refunding and (2) paying the costs of issuance. These bonds were structured as tax-exempt fixed rate "AAA" insured bonds. The principal amount of the bonds refunded and defeased through an escrow deposit was \$44,990,000, and the liability was removed from the Statement of Net Assets. The Series 2007 Bonds are series bonds due in annual installments beginning January 1, 2015 through January 1, 2022. Consistent with the Authority's other outstanding Revenue Bonds, the Series 2007 Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System. The Series 2007 Bonds were issued pursuant to the prevailing Trust Agreement, dated February 1, 1989 and as amended with supplements thereto (the Trust Agreement), with Bank of Oklahoma, N. A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year, commencing January 1, 2008, with interest rates ranging from 4.0% to 4.25%.

In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635,590,000. The fixed rate portion of these bonds was \$104,790,000 Series 2006A Refunding Second Senior Revenue Bonds. The Series 2006 Bonds were issued to provide funds which when combined with other available funds of the Authority, were issued for the purpose of (1) refunding to redemption certain maturities of the (a) Series 1998A and 1998B Second Senior Revenue Bonds and defeasing to maturity the (b) Series 1992F First Senior Revenue Capital Appreciation Bonds and (2) paying the costs of issuance. The principal amount of the bonds refunded and defeased through an escrow deposit was \$612,670,000, and the liability was removed from the Statements of Net Assets. The Series 2006 Bonds are series bonds due in annual installments beginning January 1, 2009 through January 1, 2028. Consistent with the Authority's other outstanding Revenue Bonds, the Series 2006 Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System. The Series 2006 Bonds were issued pursuant to the prevailing Trust Agreement, with Bank of Oklahoma, N. A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year, with interest rates ranging from 3.5% to 4.0%.

On May 14, 2002, the Authority issued \$314,065,000 of Series 2002A Refunding Second Senior Revenue Bonds and \$255,575,000 of Series 2002B Refunding Second Senior Revenue

Bonds. The Series 2002 Bonds were issued to provide funds which when combined with other available funds of the Authority, were issued for the purpose of (1) refunding the (a) remaining portion of Series 1989 First Senior and Subordinate Lien Revenue Bonds, (b) Series 1992A-E Second Senior Revenue Bonds and (c) portions of the Series 1992F First Senior and 1992G Second Senior Revenue Bonds and (2) paying the costs of issuance. The Series 2002A and B Bonds were issued pursuant to the prevailing Trust Agreement, with Bank of Oklahoma, N.A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year, with interest rates ranging from 3.0% to 5.5%.

(a) In February 1989, the Authority issued Series 1989 Bonds in the original aggregate amount of \$558,400,000 to (1) to finance the cost of constructing the Kilpatrick, Creek, Cherokee and Chickasaw Turnpikes, (2) to finance the cost of making certain improvements to the existing turnpikes, and (3) advance refund all of the outstanding Authority bonds from the 1966 and 1971 issues. The final payment on the defeased Series 1966 Bonds and the defeased Series 1971 Bonds occurred in 2005 and 2003, respectively.

(b) In May 1992, 94% of the Series 1989 Bonds were refunded through the issuance of Series 1992A-E Bonds. The principal amount of the Series 1989 Bonds advance refunded and considered defeased was \$526,440,000. Bank of New York serves as Escrow Trustee having acquired the trust services of Bank One Trust Company, the previous Escrow Trustee. Defeased Series 1989 Bonds outstanding at December 31, 2008 and 2007 were \$29,000,000.

(c) In October 1992, the Series 1992F and G Bonds were issued consisting of certain maturities of Capital Appreciation Bonds (CABs). The CABs were issued in initial amounts and accreted at interest rates set forth in the Official Statement to arrive at the Compound Accreted Value at maturity. With the issuance of the Series 2006 Bonds, the outstanding Series 1992F CABs were defeased to maturity, as they are not subject to optional redemption. The final payment on the defeased Series 1992F was made January 1, 2008.

On May 12, 1998 and July 14, 1998, the Authority issued \$350,000,000 of Series 1998A Second Senior Revenue Bonds and \$337,010,000 of Series 1998B Second Senior Revenue Bonds, respectively. The Series 1998A and B Bonds were issued to provide funds which, when combined with other available funds of the Authority, provided (1) funding for a portion of the capital costs of improvements to extend the H.E. Bailey Turnpike, the Creek Turnpike, and the John Kilpatrick Turnpike and for

right-of-way acquisition for the Muskogee Turnpike, (2) funding of the capitalized interest accounts for the Series 1998A and B Bonds, and (3) paying for costs of issuance. The Series 1998A and B Bonds were issued pursuant to the prevailing Trust Agreement, including supplements thereto, with Bank of Oklahoma, N.A. as Trustee. Interest is payable semi-annually on January 1 and July 1 of each year. With the issuance of the Series 2006 Bonds, \$308,105,000 of the 1998A maturities ranging from 2010-2028 and \$301,565,000 of the 1998B maturities ranging from 2010-2028 were refunded to redemption through an escrow deposit. The remaining maturities of the Series 1998A and B Bonds have interest rates ranging from 5.0% to 6.0%. Bank of Oklahoma, N.A. serves as the Escrow Trustee on the Series 1998A and B Bonds. At December 31, 2008 and 2007, the total defeased bonds outstanding through an escrow deposit for the Series 1998A and B Bonds were \$308,105,000 and \$301,565,000, respectively.

Description of Variable Rate Debt -In August 2006, the Authority issued, through a negotiated sale, six separate series of Series 2006 Refunding Second Senior Revenue Bonds totaling \$635,590,000. As part of that sale, on August 24, 2006, the Authority issued variable rate Series 2006B-F Refunding Second Senior Revenue Bonds in five sub-series in the initial aggregate principal of \$530,800,000; the individual principal amount of each Series 2006B-F is \$106,160,000. The Series 2006B-F Bonds are dated the date of their original issuance and delivery and will mature on January 1, 2028, subject to call provisions in accordance with the mandatory amortization installment beginning on January 1, 2015. The Series 2006B-F Bonds were initially issued in a variable rate mode that resets on a weekly basis with interest payable on a monthly basis. The Series 2006B-D remain outstanding as such at December 31, 2008. The Series 2006E and F bonds are currently outstanding in a variable rate mode that resets on a daily basis with interest payable monthly. The Series 2006B-F Bonds are payable from and secured by a pledge of net revenues from the operation of the Turnpike System.

Derivative Hedging Instruments: Variable-to-Fixed Interest Rate Swap - On July 28, 2006, the Authority in conjunction with the \$530,800,000 Series 2006B-F Bonds described above, entered into five separate synthetic fixed rate swap agreements totaling \$530,800,000 (the 2006 Swaps) with three separate counterparties, effective as of August 24, 2006.

The following are the critical terms relating to the 2006 Swaps:

	Series 2006B	Series 2006C	Series 2006D	Series 2006E	Series 2006F
Notional Value	\$106,160,000	\$106,160,000	\$106,160,000	\$106,160,000	\$106,160,000
Fixed Rate	3.859%	3.859%	3.859%	3.859%	3.859%
Fixed Leg Payer	Authority	Authority	Authority	Authority	Authority
Floating Leg Payer	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR	BMA/SIFMA Weekly Index until 1/1/2009; then 68% of one-month LIBOR
Termination Date	1/1/2028	1/1/2028	1/1/2028	1/1/2028	1/1/2028
Settlement	Monthly	Monthly	Monthly	Monthly	Monthly
Premium Paid	None	None	None	None	None

BMA- The Bond Market Association Index/SIFMA - The Securities Industry and Financial Markets Association
LIBOR - The London Interbank Offering Rate

Objective of hedge, nature of hedged risk and type of hedge: The Authority entered into the 2006 Swaps rather than issuing fixed rate bonds as a means to achieve lower borrowing costs. The Authority issued variable rate bonds with a weekly reset and entered into swap agreements to obtain the synthetic rate. The Authority realized just over approximately \$40 million in net present value savings as a result of the refunding. This is a discrete cash flow hedge.

Terms: The Authority entered into five separate interest rate swap agreements with an effective date of August 24, 2006, all of which are associated with the Series 2006B-F Bonds. The following critical terms of the 2006 Swaps and the Series 2006B-F Bonds are identical: a) the notional amount of the 2006 Swaps equals the outstanding principal amount of the Series 2006B-F Bonds, b) the re-pricing dates of the 2006 Swaps match those of the Series 2006B-F Bonds and c) the amortization of the 2006 Swaps matches the amortization of the Series 2006B-F Bonds.

Fair Value: On a current mark-to-market basis, using a termination date of December 31, 2008, the net present value of that portion of the 2006 Swaps attributable to the Series 2006B-F Bonds would require the Authority to make an estimated combined termination payment, in the event that all of the outstanding swaps were terminated, of approximately \$129,697,000.

Risks: The Authority monitors the various risks associated with the 2006 Swaps:

Credit Risk: The Authority has adopted an interest rate risk management policy to select counterparties with an initial rating of at least AA-/Aa3/AA-by at least two of the three nationally recognized credit rating agencies and a minimum capitalization of \$50 million. As of December 31, 2008, the counterparties have a credit rating that meets or exceeds the minimum credit rating requirement. If the counterparties are downgraded below acceptable levels, the agreements require that the counterparties post suitable and adequate collateral.

Interest Rate Risk: The Authority has implemented a strategy on the 2006 Swaps associated with the Series 2006B-F Bonds which was designed to provide

a synthetic fixed rate, and as a result of this strategy, it is not anticipated that the Authority has assumed any additional interest rate risk. However, fluctuating market conditions could have a material impact on the effectiveness of the hedge.

Basis Risk: The remarketing agents for the Series 2006B-F Bonds were consistently able to obtain rates at or below the BMA/SIFMA weekly rate index through December 31, 2007. Since the variable rate paid by the counterparties on the interest rate swap was the BMA/SIFMA through January 1, 2009, the hedging relationship provided a synthetic fixed rate on the Series 2006B-F Bonds. However, economic events in 2008 produced some basis spread on the Series 2006B-F Bonds. The downgrade of XL Capital (XL), the Series 2006B-F Bonds insurer, made these bonds ineligible for purchase by tax-exempt money market funds under SEC Rule 2(a)(7). In March, the Authority, with the consent of XL, terminated this insurance policy issued in support of the Series 2006B-F Bonds. Pursuant to a bulletin issued by the U.S. Treasury Department, this termination did not constitute a reissuance of the Series 2006B-F Bonds. At the close of the third quarter, Fortis Bank S.A./N.V. (Fortis), one of the standby banks for the Series 2006B-F Bonds, was downgraded. To offset the impact of this downgrade, the Authority

reassigned the Series 2006F Bonds to one of the other remarketing agents and converted the Series 2006E and F Bonds to a daily interest rate mode in December 2008. The Authority is also in the process of renegotiating its standby bond purchase agreements and intends to replace Fortis. The Authority continues to carefully monitor the bonds on a daily basis.

Termination Risk: The Authority has the option to terminate the 2006 Swaps at any time. The counterparties may only terminate in the event of a default such as: non-payment, credit downgrade of a counterparty, failure to provide collateral or may assign the swap to an AA rated provider subject to the Authority's approval.

Rollover Risk: The term of the Series 2006B-F Bonds match the related 2006 Swaps. In addition, the Authority secured a standby bond purchase agreement for the Series 2006B-F Bonds through August 23, 2013.

The Interest, Sinking and Reserve Accounts required by the Trust Agreement have been established with the Trustee. The balances as of December 31, 2008 and 2007 for the Bond Reserve Accounts was \$50,936,450. The Authority also has surety bonds in place to satisfy reserve account requirements in the amount

The variable rate revenue bond debt service requirements below are prepared as of December 31, 2008:

Year Ended	Total Revenue Bonds - Variable	
	Principal	Interest*
January 1		
2009	\$ -	\$ 20,483,572
2010	-	20,483,572
2011	-	20,483,572
2012	-	20,483,572
2013	-	20,483,572
2014-2018	80,500,000	97,690,585
2019-2023	128,775,000	79,771,318
2024-2028	321,525,000	38,295,751
	<u>\$ 530,800,000</u>	<u>\$ 318,175,514</u>

* Interest for the variable rate debt is calculated assuming the synthetic rate of 3.859%. Additionally, interest expense includes remarketing and liquidity expense. At December 31, 2008, remarketing expense was an effective rate of .08%, and liquidity expense was an effective rate of .30%.

of approximately \$26,000,000 and \$25,000,000, respectively. These surety bonds are issued from Financial Guaranty Insurance Company (FGIC). Because FGIC also received a reduction in its financial strength rating, the Authority has entered into a Letter of Credit with Natixis Funding Corporation which will expire in August 2011.

The Series 2007A Bonds refunded \$44,990,000 of eligible 2002A and B Refunding Bonds. Although the 2007A refunding resulted in the recognition of an additional \$2,327,510 increase to the deferred debit that resulted from the issuance of the 2002A and B Refunding Bonds, the Authority decreased its aggregate debt service payments by approximately \$4,600,000 from 2008 to 2022. The net present value savings was approximately

\$1,600,000. As of December 31, 2008 and 2007, the Statements of Net Assets reflect a net deferred debit of approximately \$19,276,000 and \$20,774,000, respectively, as a component of debt resulting from accounting losses or gains from the defeasance of debt. The Statements of Revenues, Expenses and Changes in Net Assets reflect the amortization of this deferral as a component of interest expense of approximately \$1,499,000 and \$1,430,000 at December 31, 2008 and 2007, respectively.

The Series 2006A-F Bonds refunded \$609,670,000 of the Series 1998A and B Bonds maturities ranging from 2010-2028 and redeemed to maturity the Series 1992F Capital Appreciation Bonds. Through the issuance of the Series 2006A-F Bonds, the Authority decreased its aggregate debt service payments by

approximately \$18,000,000 from 2007 to 2028. The net present value savings of this transaction was approximately \$40,000,000. This refunding resulted in the recognition of a \$23,885,132 deferred debit. As of December 31, 2008 and 2007, the Statements of Net Assets reflect a deferred debit of approximately \$21,086,000 and \$22,196,000, respectively, as a component of debt resulting from accounting losses from the defeasance of debt. Approximately \$1,110,000 and \$1,192,000 is reflected as a component of interest expense for December 31, 2008 and 2007, respectively, on the Statements of Revenues, Expenses and Changes in Net Assets for the current year amortization of this deferral.

The Trust Agreement contains certain bond covenants that the Authority is aware of and monitors for compliance throughout the year. The Authority has complied with all bond covenants throughout 2008 and 2007.

Note 8. Deferred Compensation Plan

The State of Oklahoma offers to its own employees, state agency employees and other duly constituted authority or instrumentality employees a deferred compensation plan created in accordance with Internal Revenue Code Section 457 and Chapter 45 of Title 74 of the Oklahoma Statutes. The Oklahoma State Employees Deferred Compensation Plan (the Plan), also known as SoonerSave, is a voluntary plan that allows participants to defer a portion of their salary into the Plan. Participation allows a person to shelter the portion of their salary that they defer from current federal and state income tax. Taxes on the interest or investment gains on this money, while in the Plan, are also deferred. The deferred compensation is not available to employees until termination, retirement, death or approved unforeseeable emergency.

Under SoonerSave, the untaxed deferred amounts are invested as directed by the participant among various Plan investment options. Effective January 1, 1998, a Trust and Trust Fund covering the Plan assets was established pursuant to federal legislation enacted in 1996, requiring public employers to establish such trusts for plans meeting the requirements of Section 457 of the Internal Revenue Code. Under terms of the Trust, the corpus or income of the Trust Fund may be used only for the exclusive benefit of the Plan participants and their beneficiaries. Further information may be obtained from the Oklahoma State Employees Deferred Compensation Plan audited financial statements for the year ended June 30, 2008. The Authority believes that it has no liabilities in respect to the State's plan.

Note 9. Employee Retirement Plan

Plan Description

The Authority contributes to the Oklahoma Public Employees Retirement Plan (the Plan), a cost sharing multiple-employer public employee defined benefit retirement system administered by the Oklahoma Public Employees Retirement System (the System). The Plan provides retirement, disability and death benefits to Plan members and beneficiaries. The benefit provisions are established and may be amended by the

Legislature of the State of Oklahoma. Title 74 of the Oklahoma Statutes, Sections 901-943, as amended, assigns the authority for management and operation of the Plan to the Board of Trustees of the System. The System issues a publicly available annual financial report that includes financial statements and required supplementary information for the Plan. That annual report may be obtained by writing to the System, Post Office Box 53007; Oklahoma City, Oklahoma 73152-3007 or by calling 1-800-733-9008.

Funding Policy

Plan members and the Authority are required to contribute at a rate set by statute. The contribution requirements of Plan members and the Authority are established and may be amended by the Legislature of the State of Oklahoma. During 2008, 2007 and 2006 the contribution rate for the Plan members was 3.5% and the related contribution rate for the Authority was 14.5%, 13.5% and 12.5%, respectively. The Authority's contribution rate will continue to increase by 1% each year until it reaches 16.5%.

The Authority's contributions to the Plan for the years ended December 31, 2008, 2007 and 2006 were approximately \$2,523,000, \$2,330,000 and \$2,012,000, respectively, and equal to the required contributions for each year.

Note 10. Advances From the Motor Fuel Tax Trust Fund

By virtue of the "Enabling Act" of 1971 and amendments thereto, a portion of the motor fuel excise taxes collected on fuels consumed on the turnpikes is made available to the Authority from the Oklahoma Tax Commission. Prior to July 1, 1992, this amount was not to exceed \$3,000,000 during a fiscal year of the State. In 1992, Title 69, §1730 was amended to remove the cap and allow the Authority to receive the full amount collected in accordance with the original formula. This amendment stated the motor fuel taxes due to the Authority would be apportioned to the Authority on the first day of each calendar month. Beginning July 1, 1992, the amount of cash and investments on deposit was frozen as security for the Series 1989 Revenue Bonds. All motor fuel taxes apportioned to the Authority shall be available to fund debt service and reserves to the extent monies are not otherwise available to the Authority for such purpose. If such motor fuel excise taxes apportioned to the Authority are not necessary in such month, the motor fuel excise taxes shall be paid over to the Oklahoma Department of Transportation (ODOT). During 2008 and 2007, the Authority received and subsequently remitted to ODOT \$41,649,346 and \$41,438,855, respectively, of motor fuel excise taxes.

The amounts frozen at July 1, 1992 (fair value of \$42,745,953 and \$40,756,133 at December 31, 2008 and 2007, respectively) are invested in interest-bearing obligations and with the interest received thereon (\$1,619,264 and \$1,658,340 during the years ended December 31, 2008 and 2007, respectively) are used to eliminate deficiencies, if any, in available monies to meet revenue bond interest and principal requirements. No deficiencies existed in 2008 or 2007.

Prior to the issuance of the Series 1989 Revenue Bonds, the Authority had not received apportionments from the Oklahoma Tax Commission since 1979 because the maximum amount that could be retained by the Authority in accordance with the Enabling Act was deposited with the prior Trustee.

When all Senior and Subordinate Revenue Bonds, together with interest thereon, have been paid, the Authority will be required to pay all amounts that have been received from the Oklahoma Tax Commission and any interest earned on amounts invested to ODOT. The accumulated liability to ODOT as of December 31, 2008 and 2007 is \$49,969,203 and \$48,359,125 respectively, and the annual activity is shown below:

	Beginning Balance	Additions	Retired	Ending Balance
2008	\$ 48,359,125	\$ 1,610,078	\$ -	\$ 49,969,203
2007	46,696,369	1,662,757	-	48,359,125

Additions to the liability represent the interest earned on amounts invested, net of gains and losses on the sale of investments. No amounts are due within one year.

Note 11. Disaggregation of Receivable and Payable Balances

Receivables are primarily comprised of current customer receivables representing 40.7% and 90.8%, and intergovernmental receivables representing 54.2% and .5% at December 31, 2008 and 2007, respectively. Remaining current receivables are comprised of 5.1% and 8.7% other receivables at December 31, 2008 and 2007, respectively.

Payable balances are comprised of 38.5% and 75.7% current accounts payables and accrued expenses to contractors and vendors, 46.5% and 14.4% current intergovernmental payables and 15.0% and 10.0% in other payables at December 31, 2008 and 2007, respectively.

Note 12. Litigation and Contingent Liabilities

The Authority is a defendant in various other litigation. Although the outcome of these matters is not presently determinable, in the opinion of the Authority's management, the resolution of these matters will not have a material adverse effect on the financial condition of the Authority.

Note 13. Commitments

At December 31, 2008 and 2007, the Authority had commitments outstanding relating to equipment orders and supplies of approximately \$7,848,000 and \$6,866,000, respectively. At December 31, 2008 and 2007, the Authority had commitments outstanding relating to construction and maintenance contracts of approximately \$30,634,000 and \$39,806,000 respectively.

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Schedule of Budget Compared to Actual Operating Expense
(Prepared on a Non-GAAP Budgetary Basis)
Year Ended December 31, 2008

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Toll Operations:			
Personnel services	\$ 12,618,916	\$ 11,415,677	\$ 1,203,239
Contractual services	6,028,944	5,685,004	343,940
Commodities	294,484	313,385	(18,901)
Capital outlay and contingencies	-	2,859	(2,859)
Total	<u>18,942,344</u>	<u>17,416,925</u>	<u>1,525,419</u>
Turnpike Maintenance:			
Personnel services	9,973,542	9,356,646	616,896
Contractual services	4,483,353	4,702,008	(218,655)
Commodities	2,738,350	3,717,744	(979,394)
Capital outlay and contingencies	11,000	14,992	(3,992)
Total	<u>17,206,245</u>	<u>17,791,390</u>	<u>(585,145)</u>
Engineering:			
Personnel services	928,228	859,305	68,923
Contractual services	193,800	133,230	60,570
Commodities	15,000	56,767	(41,767)
Capital outlay and contingencies	15,000	-	15,000
Total	<u>1,152,028</u>	<u>1,049,302</u>	<u>102,726</u>
Highway Patrol:			
Contractual services	11,212,139	11,210,297	1,842
Commodities	1,375,204	875,262	499,942
Capital outlay and contingencies	-	-	-
Total	<u>12,587,343</u>	<u>12,085,559</u>	<u>501,784</u>
PIKEPASS Customer Service:			
Personnel services	2,888,714	2,774,901	113,813
Contractual services	4,343,378	4,241,981	101,397
Commodities	58,442	70,509	(12,067)
Capital outlay and contingencies	3,500	1,045	2,455
Total	<u>7,294,034</u>	<u>7,088,436</u>	<u>205,598</u>
General Administration:			
Personnel services	1,245,840	1,237,454	8,386
Contractual services	1,072,430	706,189	366,241
Commodities	151,775	110,933	40,842
Capital outlay and contingencies	1,000	6,151	(5,151)
Total	<u>2,471,045</u>	<u>2,060,727</u>	<u>410,318</u>

(Continued)

Schedule of Budget Compared to Actual Operating Expense
(Prepared on a Non-GAAP Budgetary Basis)
Year Ended December 31, 2008

Expense Description	Budgeted Expenses	Actual Expenses	Variance (Over)/Under
Information Technology:			
Personnel services	\$ 1,611,422	\$ 1,583,042	\$ 28,380
Contractual services	1,192,301	1,188,987	3,314
Commodities	113,450	60,997	52,453
Capital outlay and contingencies	-	-	-
Total	<u>2,917,173</u>	<u>2,833,026</u>	<u>84,147</u>
Controller:			
Personnel services	687,099	602,478	84,621
Contractual services	175,130	125,661	49,469
Commodities	3,200	3,247	(47)
Capital outlay and contingencies	-	31,482	(31,482)
Total	<u>865,429</u>	<u>762,868</u>	<u>102,561</u>
Finance and Revenue:			
Personnel services	253,500	206,839	46,661
Contractual services	272,205	203,115	69,090
Commodities	100	252	(152)
Capital outlay and contingencies	-	-	-
Total	<u>525,805</u>	<u>410,206</u>	<u>115,599</u>
Executive:			
Personnel services	1,090,447	1,037,344	53,103
Contractual services	373,627	327,595	46,032
Commodities	9,800	5,523	4,277
Capital outlay and contingencies	-	-	-
Total	<u>1,473,874</u>	<u>1,370,462</u>	<u>103,412</u>
Authority:			
Contractual services	10,000	-	10,000
Capital outlay and contingencies	661,064	-	661,064
Total	<u>671,064</u>	<u>-</u>	<u>671,064</u>
Total expenses	<u>\$ 66,106,384</u>	<u>\$ 62,868,901</u>	<u>\$ 3,237,483</u>

Adjustments necessary to convert expenses from a budgetary (modified accrual) basis to GAAP basis at year end:

	2008	2007
Budgetary basis	\$ 62,868,901	\$ 61,167,837
Increase (decrease) due to:		
Current expenses reclassified as capital assets	(56,530)	(368,083)
Non-Revenue Fund operating expenses	13,089,782	8,583,564
Other GAAP adjustments	(582,640)	813,260
GAAP basis	<u>\$ 75,319,513</u>	<u>\$ 70,196,578</u>

Schedule of Insurance in Force, as of December 31, 2008

Coverage	Policy Term	Policy	Coverage	Deductible	Annual or Last Premium	
Fire & extended coverage for buildings and contents, bridges and computers	08/01/08-09	State of Oklahoma Certificate #978	\$ 91,318,436 1,064,119,925	Buildings & contents Bridges (100%)	\$ 10,000 200,000	\$ 52,837 245,918
Auto liability	07/01/08-09	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	30,285
Comprehensive general liability and personal injury liability	07/01/08-09	State of Oklahoma Certificate #978	175,000 25,000 1,000,000	Bodily injury Property damage Per occurrence	- (all claims)	25,513
Directors & Officer's insurance	10/30/08-09	State of Oklahoma Certificate #978	35,000,000 5,000,000	Aggregate Per occurrence	150,000	38,701
Public Employee Dishonesty Insurance	07/01/08-09	State of Oklahoma Certificate #978	50,000	Per employee	5,000	No Charge (provided by state)
Special machinery	08/01/08-09	State of Oklahoma Certificate #978	2,250,000 100,000	Bridge machine Paint striping machine	5,000	inc/w liab
Aircraft hull & liability	07/01/08-09	State of Oklahoma	182,750 1,000,000 5,000,000 175,000 25,000	Aircraft coverage Liability (Oklahoma) Liability (outside Okla.) Bodily injury/claim Property damage/claim	500	3,017
Workers compensation	01/01/08-09	CompSource Oklahoma #00338640	100,000	Employee injuries	-	495,952
Health benefits	01/01/08-09	State of Oklahoma #0001	Various	Life, hospital, surgical, major medical, and dental	Various	6,067,088
Surety bond	08/08/08-09	Travelers C&S Ins. #103870289	25,000	Douglas Riebel	n/a	100
Surety bond	08/26/08-09	Travelers C&S Ins. #102870290	25,000	Ken Fergeson	n/a	350
Surety bond	07/01/08-09	Travelers C&S Ins. #104468444	25,000	Clark Brewster	n/a	100
Surety bond	12/05/08-09	Travelers C&S Ins. #103870292	25,000	Mike Leonard	n/a	100
Surety bond	03/23/08-09	Travelers C&S Ins. #103870293	25,000	Hal Ellis	n/a	100
Surety bond	01/17/08-09	Travelers C& S Ins. #105081767	25,000	David Burrage	n/a	100

(Continued)

Schedule of Insurance in Force, as of December 31, 2008

Coverage	Policy Term	Policy	Coverage	Deductible	Annual or Last Premium
Financial Guaranty Insurance Policy OTA Second Senior Revenue Bonds-2002A Maturing 01/01/2005-2022 OTA Second Senior Revenue Bonds-2002B Maturing 01/01/2005-2022	Thru Maturity	AMBAC Assurance Corporation Policy #19488BE	\$ 545,535,000	n/a	\$ 2,100,757
Municipal Bond New Issue Insurance Policy OTA Second Senior Revenue Bonds-1998A Maturing 01/01/2007-2009	Thru Maturity	Financial Guaranty Insurance Company Policy #98010515	26,905,000	n/a	885,225
Municipal Bond New Issue Insurance Policy OTA Second Senior Revenue Bonds-1998B Maturing 01/01/2007-2009	Thru Maturity	Financial Guaranty Insurance Company Policy #98010687	26,350,000	n/a	1,167,731
OTA Second Senior Revenue Bonds-2006A-F Bond Debt Service Reserve Fund Policy	1/1/2028	Financial Guaranty Insurance Company Policy #98010516	25,642,413	n/a	282,067
OTA Second Senior Revenue Bonds-2006A-F Bond Debt Service Reserve Fund Policy	1/1/2028	Financial Guaranty Insurance Company Policy #98010688	24,999,338	n/a	299,992
Municipal Bond Insurance-OTA Second Senior Revenue Bonds-2006A-F Maturing 01/01/2010-2028	Thru Maturity	XL Capital Assurance Policy #CA03231A	104,790,000	n/a	262,854
Municipal Bond Insurance-OTA Second Senior Revenue Bonds-2007A Maturing 01/01/2009-2022	Thru Maturity	Financial Security Assurance Policy #208664	45,680,000	n/a	141,486

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	1998 Series Second Senior Bonds - Fixed Rate			2002 Series Second Senior Bonds - Fixed Rate		
	Principal	Interest	Total	Principal	Interest	Total
2009	\$ 18,725,000	\$ 1,029,875	\$ 19,754,875	\$ 23,420,000	\$ 21,911,931	\$ 45,331,931
2010	-	-	-	24,590,000	20,740,931	45,330,931
2011	-	-	-	25,820,000	19,511,431	45,331,431
2012	-	-	-	27,110,000	18,220,431	45,330,431
2013	-	-	-	25,035,000	16,782,094	41,817,094
2014	-	-	-	26,820,000	15,436,463	42,256,463
2015	-	-	-	28,265,000	13,994,888	42,259,888
2016	-	-	-	29,745,000	12,510,975	42,255,975
2017	-	-	-	31,315,000	10,949,363	42,264,363
2018	-	-	-	32,950,000	9,305,325	42,255,325
2019	-	-	-	34,725,000	7,531,813	42,256,813
2020	-	-	-	36,595,000	5,662,713	42,257,713
2021	-	-	-	40,190,000	3,832,963	44,022,963
2022	-	-	-	35,365,000	1,823,463	37,188,463
2023	-	-	-	-	-	-
2024	-	-	-	-	-	-
2025	-	-	-	-	-	-
2026	-	-	-	-	-	-
2027	-	-	-	-	-	-
2028	-	-	-	-	-	-
Totals	\$ 18,725,000	\$ 1,029,875	\$ 19,754,875	\$ 421,945,000	\$ 178,214,784	\$ 600,159,784

(Continued)

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	2006A Series Second Senior Bonds - Fixed Rate			2006 B-F Series Second Senior Bonds - Variable Rate			Total 2006 Bonds
	Principal	Interest	Total	Principal	Interest	Total	
2009	\$ -	\$ 3,956,094	\$ 3,956,094	\$ -	\$ 20,483,572	\$ 20,483,572	\$ 24,439,666
2010	20,325,000	3,956,094	24,281,094	-	20,483,572	20,483,572	44,764,666
2011	22,640,000	3,244,719	25,884,719	-	20,483,572	20,483,572	46,368,291
2012	21,795,000	2,339,119	24,134,119	-	20,483,572	20,483,572	44,617,691
2013	20,860,000	1,549,050	22,409,050	-	20,483,572	20,483,572	42,892,622
2014	19,170,000	766,800	19,936,800	-	20,483,572	20,483,572	40,420,372
2015	-	-	-	19,625,000	20,483,572	40,108,572	40,108,572
2016	-	-	-	20,425,000	19,726,243	40,151,243	40,151,243
2017	-	-	-	22,775,000	18,938,043	41,713,043	41,713,043
2018	-	-	-	17,675,000	18,059,155	35,734,155	35,734,155
2019	-	-	-	20,025,000	17,377,077	37,402,077	37,402,077
2020	-	-	-	20,875,000	16,604,312	37,479,312	37,479,312
2021	-	-	-	10,725,000	15,798,746	26,523,746	26,523,746
2022	-	-	-	20,175,000	15,384,868	35,559,868	35,559,868
2023	-	-	-	56,975,000	14,606,315	71,581,315	71,581,315
2024	-	-	-	58,450,000	12,407,650	70,857,650	70,857,650
2025	-	-	-	61,875,000	10,152,064	72,027,064	72,027,064
2026	-	-	-	64,400,000	7,764,308	72,164,308	72,164,308
2027	-	-	-	67,025,000	5,279,112	72,304,112	72,304,112
2028	-	-	-	69,775,000	2,692,617	72,467,617	72,467,617
Totals	\$ 104,790,000	\$ 15,811,876	\$ 120,601,876	\$ 530,800,000	\$ 318,175,514	\$ 848,975,514	\$ 969,577,390

(Continued)

Schedule of Annual Debt Service Requirements

Year Ended Jan. 1	2007 Series Second Senior Bonds - Fixed Rate			Total All Bonds			Outstanding Principal
	Principal	Interest	Total	Principal	Interest	Total	
2009	\$ 175,000	\$ 1,873,155	\$ 2,048,155	\$ 42,320,000	\$ 49,254,627	\$ 91,574,627	\$ 1,079,620,000
2010	180,000	1,866,155	2,046,155	45,095,000	47,046,752	92,141,752	1,034,525,000
2011	185,000	1,858,955	2,043,955	48,645,000	45,098,677	93,743,677	985,880,000
2012	195,000	1,851,555	2,046,555	49,100,000	42,894,677	91,994,677	936,780,000
2013	3,715,000	1,843,755	5,558,755	49,610,000	40,658,471	90,268,471	887,170,000
2014	3,925,000	1,695,155	5,620,155	49,915,000	38,381,990	88,296,990	837,255,000
2015	4,080,000	1,538,155	5,618,155	51,970,000	36,016,615	87,986,615	785,285,000
2016	4,245,000	1,374,955	5,619,955	54,415,000	33,612,173	88,027,173	730,870,000
2017	4,420,000	1,195,543	5,615,543	58,510,000	31,082,949	89,592,949	672,360,000
2018	4,610,000	1,010,555	5,620,555	55,235,000	28,375,035	83,610,035	617,125,000
2019	4,800,000	817,468	5,617,468	59,550,000	25,726,358	85,276,358	557,575,000
2020	4,995,000	620,355	5,615,355	62,465,000	22,887,380	85,352,380	495,110,000
2021	5,445,000	416,355	5,861,355	56,360,000	20,048,064	76,408,064	438,750,000
2022	4,710,000	193,110	4,903,110	60,250,000	17,401,441	77,651,441	378,500,000
2023	-	-	-	56,975,000	14,606,315	71,581,315	321,525,000
2024	-	-	-	58,450,000	12,407,650	70,857,650	263,075,000
2025	-	-	-	61,875,000	10,152,064	72,027,064	201,200,000
2026	-	-	-	64,400,000	7,764,308	72,164,308	136,800,000
2027	-	-	-	67,025,000	5,279,112	72,304,112	69,775,000
2028	-	-	-	69,775,000	2,692,617	72,467,617	-
Totals	\$ 45,680,000	\$ 18,155,226	\$ 63,835,226	\$ 1,121,940,000	\$ 531,387,275	\$ 1,653,327,275	



Report of Independent Certified Public Accountants on Internal Control Over Financial Reporting and on Compliance and Other Matters Based on an Audit of Financial Statements Performed in Accordance with *Government Auditing Standards*

Members
Oklahoma Turnpike Authority

We have audited the financial statements of the Oklahoma Turnpike Authority (the Authority) as of and for the year ended December 31, 2008, and have issued our report thereon dated March 25, 2009. We conducted our audit in accordance with auditing standards generally accepted in the United States of America as established by the American Institute of Certified Public Accountants and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States.

Internal Control Over Financial Reporting

In planning and performing our audit, we considered the Authority's internal control over financial reporting as a basis for designing our audit procedures for the purpose of expressing an opinion on the financial statements but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control over financial reporting. Accordingly, we express no such opinion.

A deficiency in internal control over financial reporting exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent or detect and correct misstatements on a timely basis.

A material weakness is a deficiency, or a combination of deficiencies, in internal control over financial reporting, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control over financial reporting that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described above and would not necessarily identify all deficiencies in internal control that might be significant deficiencies or material weaknesses in the Authority's internal control over financial reporting. We did not identify any deficiencies in the Authority's internal control over financial reporting we considered to be material weaknesses, as defined above.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Authority's financial statements are free of material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the determination of financial statement amounts. However, providing an opinion on compliance with those provisions was not an objective of our audit and accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

This report is intended solely for the information and use of the audit and budget committee, management, and Authority members and is not intended to be and should not be used by anyone other than these specified parties.

Grant Thornton LLP

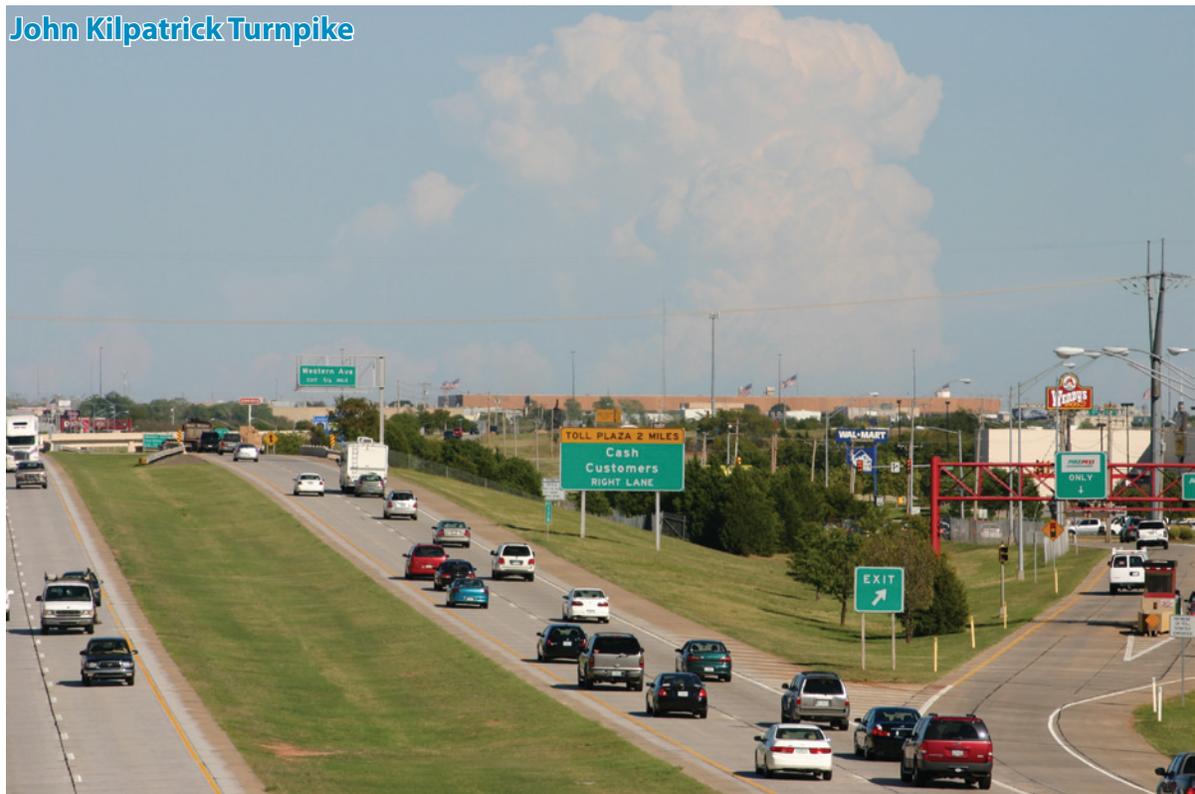
Oklahoma City, Oklahoma
March 25, 2009

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**H. E. Bailey Turnpike
OHP/OTA Maintenance Building**



John Kilpatrick Turnpike



Cimarron
Turnpike

Sign
Rehabilitation
Program



Turner
Turnpike

Fence
Replacement
Project



Creek
Turnpike
Toll Plaza

Cimarron
Turnpike

Muskogee
Turnpike

Pavement
Rehabilitation



This part of OTA’s comprehensive annual financial report presents detailed information as a context for understanding what the information in the financial statements, note disclosures, and required supplementary information says about OTA’s overall financial health.

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DEMOGRAPHIC AND ECONOMIC INFORMATION

This schedule offers demographic and economic indicators to help the reader understand the environment within which OTA’s financial activities take place and to help make comparison over time. The jurisdiction of the OTA is limited to its Turnpike System and right-of-way. Accordingly, the OTA is the only principal employer within its jurisdiction.

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OPERATING INFORMATION

These schedules contain information about OTA’s operations and resources to help the reader understand how OTA’s financial information relates to the services OTA provides and the activities it performs.

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Sources: *Unless otherwise noted, the information in these schedules is derived from the comprehensive annual financial reports for the relevant year.*

**’ indicates information is not available for the specified period.*

Schedule 1
Oklahoma Turnpike Authority
Net Assets by Component,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Invested in capital assets, net of related debt	\$ 78,343,235	\$ 43,085,816	\$ 10,289,643	\$ (58,929,500)
Restricted for debt service	93,359,822	90,727,882	90,479,086	81,309,210
Restricted for reserve maintenance	5,581,559	7,897,458	16,428,935	67,424,490
Restricted for construction	-	-	-	-
Restricted for other purposes	-	732,310	1,425,549	891,870
Unrestricted	115,126,439	148,367,397	150,780,412	156,517,840
Total net assets	\$ 292,411,055	\$ 290,810,863	\$ 269,403,625	\$ 247,213,910

Schedule 2
Oklahoma Turnpike Authority
Changes in Net Assets,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Operating revenues:				
Tolls	\$ 196,162,510	\$ 196,698,759	\$ 194,532,964	\$ 191,193,494
Concessions	1,358,489	1,390,843	1,495,898	1,467,110
Total operating revenues	197,520,999	198,089,602	196,028,862	192,660,604
Operating expenses:				
Toll Operations	17,514,539	17,391,152	16,382,957	15,663,092
Turnpike Maintenance	20,202,846	20,070,747	18,002,340	14,772,441
Engineering	5,189,986	2,604,878	2,187,872	1,663,266
Highway Patrol	13,187,238	12,194,849	11,968,828	11,585,109
PIKEPASS Customer Service	8,896,989	8,371,232	7,521,854	7,115,438
General Administration	2,101,002	2,193,466	1,939,993	1,755,022
Information Technology	5,198,406	4,705,685	4,038,943	4,238,476
Controller	740,292	685,329	647,622	612,478
Finance and Revenue	868,791	462,029	688,528	626,896
Executive	1,419,424	1,513,371	1,436,646	1,849,765
Authority	-	3,840	3,119	586
Total operating expenses before depreciation and amortization	75,319,513	70,196,578	64,818,702	59,882,569
Operating income before depreciation and amortization	122,201,486	127,893,024	131,210,160	132,778,035
Depreciation and amortization	(75,677,335)	(71,821,310)	(71,626,297)	(71,216,730)
Operating income	46,524,151	56,071,714	59,583,863	61,561,305
Non-operating revenues (expenses):				
Interest earned on investments	8,351,301	11,320,057	12,451,218	13,196,970
Net change in fair value of investments	(1,042,801)	4,859,754	2,605,191	(3,548,420)
Interest expense on bonds outstanding	(55,363,325)	(52,733,844)	(54,700,687)	(64,499,262)
Settlement of PIKEPASS litigation	-	-	-	(9,300,000)
Other	3,130,866	1,889,557	2,250,130	1,063,218
Net non-operating expenses	(44,923,959)	(34,664,476)	(37,394,148)	(63,087,494)
Change in net assets	\$ 1,600,192	\$ 21,407,238	\$ 22,189,715	\$ (1,526,189)

Note: Prior to 2000, PIKEPASS Customer Service Division expenses were combined and reported with the Toll Operations Division and Executive Division expenses were included with the General Administration Division.

2004	2003	2002	2001	2000	1999
\$ (63,177,130)	\$ (43,105,119)	\$ (33,638,254)	\$ (57,087,831)	\$ (116,101,024)	\$ (136,182,458)
83,182,503	82,010,707	66,463,926	79,226,651	103,831,042	120,309,324
63,150,948	44,567,213	38,837,913	21,284,827	19,915,630	29,146,083
-	-	106,371	25,951,219	38,047,548	18,078,471
2,872,289	1,111,073	2,982,527	2,848,991	1,569,989	(16,171)
162,711,489	159,612,439	171,602,307	160,642,926	144,657,424	120,848,999
\$ 248,740,099	\$ 244,196,313	\$ 246,354,790	\$ 232,866,783	\$ 191,920,609	\$ 152,184,248

2004	2003	2002	2001	2000	1999
\$ 185,892,994	\$ 179,341,853	\$ 176,441,486	\$ 164,111,303	\$ 131,568,373	\$ 129,834,848
1,406,923	1,310,823	1,239,693	1,224,089	1,210,650	1,253,675
187,299,917	180,652,676	177,681,179	165,335,392	132,779,023	131,088,523
13,277,932	13,056,476	12,210,977	11,411,893	10,686,961	14,011,450
14,827,358	14,453,089	14,036,357	13,515,738	10,627,204	11,674,694
2,034,389	2,469,550	1,879,858	2,779,602	2,242,345	2,540,613
9,501,714	9,737,287	9,150,461	8,348,423	7,674,364	6,969,375
6,906,149	5,854,572	5,140,953	4,112,647	3,911,305	-
1,674,259	1,738,011	1,669,891	1,489,210	1,394,731	1,833,152
2,839,786	2,778,549	2,664,038	2,215,837	2,027,040	2,256,459
677,158	725,093	673,039	722,142	657,323	618,447
410,771	445,572	489,958	520,028	994,617	1,019,125
1,186,429	1,178,352	873,023	743,421	644,241	-
3,948	4,338	7,950	9,148	4,976	8,426
53,339,893	52,440,889	48,796,505	45,868,089	40,865,107	40,931,741
133,960,024	128,211,787	128,884,674	119,467,303	91,913,916	90,156,782
(72,037,188)	(69,440,597)	(63,179,190)	(47,561,397)	(35,585,269)	(36,148,729)
61,922,836	58,771,190	65,705,484	71,905,906	56,328,647	54,008,053
11,996,164	12,452,772	13,432,117	19,656,918	27,957,776	37,529,313
(6,178,509)	(5,335,682)	2,737,918	5,967,563	8,244,749	(2,306,116)
(65,788,534)	(69,275,388)	(69,067,431)	(57,612,987)	(53,948,003)	(65,406,830)
-	-	-	-	-	-
2,591,829	1,228,631	679,919	1,028,774	1,153,192	1,028,771
(57,379,050)	(60,929,667)	(52,217,477)	(30,959,732)	(16,592,286)	(29,154,862)
\$ 4,543,786	\$ (2,158,477)	\$ 13,488,007	\$ 40,946,174	\$ 39,736,361	\$ 24,853,191

Schedule 3
Oklahoma Turnpike Authority
Toll Revenues by Type and Turnpike,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Turner Turnpike				
Passenger	\$ 23,094,064	\$ 23,160,230	\$ 23,297,099	\$ 23,334,402
Commercial	26,301,917	26,988,294	27,530,883	26,879,367
Total	<u>49,395,981</u>	<u>50,148,524</u>	<u>50,827,982</u>	<u>50,213,769</u>
Will Rogers Turnpike				
Passenger	15,150,268	15,230,442	15,201,170	15,355,969
Commercial	29,543,738	30,727,931	30,928,534	30,115,525
Total	<u>44,694,006</u>	<u>45,958,373</u>	<u>46,129,704</u>	<u>45,471,494</u>
H. E. Bailey Turnpike				
Passenger	14,093,610	14,106,754	13,950,970	13,945,008
Commercial	4,909,912	4,858,639	4,758,601	4,636,572
Total	<u>19,003,522</u>	<u>18,965,393</u>	<u>18,709,571</u>	<u>18,581,580</u>
Indian Nation Turnpike				
Passenger	6,431,348	6,334,500	6,173,187	6,228,736
Commercial	5,574,020	5,548,935	5,612,905	5,340,815
Total	<u>12,005,368</u>	<u>11,883,435</u>	<u>11,786,092</u>	<u>11,569,551</u>
Muskogee Turnpike				
Passenger	9,711,311	9,638,201	9,580,793	9,770,742
Commercial	4,043,158	3,996,580	3,980,235	3,929,680
Total	<u>13,754,469</u>	<u>13,634,781</u>	<u>13,561,028</u>	<u>13,700,422</u>
Cimarron Turnpike				
Passenger	4,699,492	4,663,571	4,776,299	4,785,475
Commercial	3,914,402	3,908,175	3,965,054	3,862,923
Total	<u>8,613,894</u>	<u>8,571,746</u>	<u>8,741,353</u>	<u>8,648,398</u>
John Kilpatrick Turnpike				
Passenger	19,480,220	18,785,533	17,571,599	16,474,630
Commercial	2,244,580	2,251,798	2,021,176	1,885,536
Total	<u>21,724,800</u>	<u>21,037,331</u>	<u>19,592,775</u>	<u>18,360,166</u>
Cherokee Turnpike				
Passenger	4,293,235	4,331,597	4,389,806	4,355,872
Commercial	2,373,807	2,552,937	2,762,927	2,848,396
Total	<u>6,667,042</u>	<u>6,884,534</u>	<u>7,152,733</u>	<u>7,204,268</u>
Chickasaw Turnpike				
Passenger	363,149	347,589	164,052	354,625
Commercial	195,990	173,286	47,808	117,745
Total	<u>559,139</u>	<u>520,875</u>	<u>211,860</u>	<u>472,370</u>
Creek Turnpike				
Passenger	17,840,213	17,222,386	16,025,186	15,241,816
Commercial	1,904,076	1,871,381	1,794,680	1,729,660
Total	<u>19,744,289</u>	<u>19,093,767</u>	<u>17,819,866</u>	<u>16,971,476</u>
Totals				
Passenger	115,156,910	113,820,803	111,130,161	109,847,275
Commercial	<u>81,005,600</u>	<u>82,877,956</u>	<u>83,402,803</u>	<u>81,346,219</u>
Total Revenues	\$ <u>196,162,510</u>	\$ <u>196,698,759</u>	\$ <u>194,532,964</u>	\$ <u>191,193,494</u>

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.

2004	2003	2002	2001	2000	1999
\$ 23,590,204	\$ 23,413,499	\$ 23,403,492	\$ 22,108,158	\$ 17,998,272	\$ 17,987,428
25,637,336	24,642,682	25,321,822	24,745,886	20,723,600	20,028,976
<u>49,227,540</u>	<u>48,056,181</u>	<u>48,725,314</u>	<u>46,854,044</u>	<u>38,721,872</u>	<u>38,016,404</u>
15,541,719	15,569,560	15,244,453	14,282,884	12,117,554	12,390,866
29,062,458	28,078,562	28,040,771	26,936,300	22,407,537	21,871,193
<u>44,604,177</u>	<u>43,648,122</u>	<u>43,285,224</u>	<u>41,219,184</u>	<u>34,525,091</u>	<u>34,262,059</u>
14,000,261	13,528,419	13,092,517	12,056,705	10,499,563	10,728,035
4,444,094	4,290,229	4,367,701	4,356,577	3,604,128	3,480,590
<u>18,444,355</u>	<u>17,818,648</u>	<u>17,460,218</u>	<u>16,413,282</u>	<u>14,103,691</u>	<u>14,208,625</u>
6,300,277	6,233,519	6,321,984	6,022,296	5,012,804	5,262,648
5,084,168	4,847,229	5,022,261	4,841,725	3,765,484	3,749,926
<u>11,384,445</u>	<u>11,080,748</u>	<u>11,344,245</u>	<u>10,864,021</u>	<u>8,778,288</u>	<u>9,012,574</u>
9,558,405	9,252,419	9,054,339	8,917,308	7,847,707	7,862,470
3,730,986	3,594,092	3,622,759	3,823,898	3,062,549	3,150,880
<u>13,289,391</u>	<u>12,846,511</u>	<u>12,677,098</u>	<u>12,741,206</u>	<u>10,910,256</u>	<u>11,013,350</u>
4,801,715	4,600,587	4,598,325	4,510,779	4,181,192	4,200,296
3,764,924	3,537,292	3,538,825	3,565,853	2,820,514	2,865,757
<u>8,566,639</u>	<u>8,137,879</u>	<u>8,137,150</u>	<u>8,076,632</u>	<u>7,001,706</u>	<u>7,066,053</u>
15,304,482	14,177,341	13,204,398	10,994,529	5,879,781	4,761,463
1,635,595	1,434,202	1,314,581	1,055,720	335,672	275,282
<u>16,940,077</u>	<u>15,611,543</u>	<u>14,518,979</u>	<u>12,050,249</u>	<u>6,215,453</u>	<u>5,036,745</u>
4,316,863	4,248,324	4,347,936	4,254,122	3,776,383	3,850,064
2,776,636	2,616,236	2,640,018	2,407,523	1,872,714	1,892,147
<u>7,093,499</u>	<u>6,864,560</u>	<u>6,987,954</u>	<u>6,661,645</u>	<u>5,649,097</u>	<u>5,742,211</u>
301,830	321,462	388,737	366,300	317,009	308,882
129,212	107,220	95,157	84,176	64,455	60,302
<u>431,042</u>	<u>428,682</u>	<u>483,894</u>	<u>450,476</u>	<u>381,464</u>	<u>369,184</u>
14,335,159	13,332,368	11,671,843	8,214,107	4,948,636	4,777,114
1,576,670	1,516,611	1,149,567	566,457	332,819	330,529
<u>15,911,829</u>	<u>14,848,979</u>	<u>12,821,410</u>	<u>8,780,564</u>	<u>5,281,455</u>	<u>5,107,643</u>
108,050,915	104,677,498	101,328,024	91,727,188	72,578,901	72,129,266
77,842,079	74,664,355	75,113,462	72,384,115	58,989,472	57,705,582
<u>\$ 185,892,994</u>	<u>\$ 179,341,853</u>	<u>\$ 176,441,486</u>	<u>\$ 164,111,303</u>	<u>\$ 131,568,373</u>	<u>\$ 129,834,848</u>

Schedule 4
Oklahoma Turnpike Authority
Toll Transactions by Type and Turnpike,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Turner Turnpike				
Passenger	13,325,718	12,819,143	12,491,283	12,738,934
Commercial	2,423,451	2,453,060	2,463,486	2,419,004
Total	15,749,169	15,272,203	14,954,769	15,157,938
Will Rogers Turnpike				
Passenger	11,009,346	10,525,527	10,082,944	9,957,742
Commercial	3,163,669	3,273,027	3,249,483	3,185,026
Total	14,173,015	13,798,554	13,332,427	13,142,768
H.E. Bailey Turnpike				
Passenger	14,824,973	14,709,487	14,512,215	14,119,460
Commercial	1,615,331	1,621,475	1,509,997	1,484,562
Total	16,440,304	16,330,962	16,022,212	15,604,022
Indian Nation Turnpike				
Passenger	4,955,516	4,853,577	4,707,212	4,760,160
Commercial	1,352,839	1,336,213	1,334,938	1,257,066
Total	6,308,355	6,189,790	6,042,150	6,017,226
Muskogee Turnpike				
Passenger	9,087,321	9,004,752	8,984,772	9,149,564
Commercial	1,277,479	1,255,744	1,238,946	1,240,669
Total	10,364,800	10,260,496	10,223,718	10,390,233
Cimarron Turnpike				
Passenger	5,751,077	5,715,268	5,767,316	5,776,786
Commercial	1,048,557	1,048,501	1,057,461	1,015,737
Total	6,799,634	6,763,769	6,824,777	6,792,523
John Kilpatrick Turnpike				
Passenger	34,193,114	32,430,193	30,397,380	27,991,590
Commercial	999,727	946,983	837,310	743,802
Total	35,192,841	33,377,176	31,234,690	28,735,392
Cherokee Turnpike				
Passenger	3,503,243	3,581,406	3,581,192	3,580,500
Commercial	455,367	476,361	483,598	495,948
Total	3,958,610	4,057,767	4,064,790	4,076,448
Chickasaw Turnpike				
Passenger	734,281	693,104	303,273	676,395
Commercial	150,882	134,621	34,379	87,192
Total	885,163	827,725	337,652	763,587
Creek Turnpike				
Passenger	34,957,823	33,512,291	31,006,531	29,414,103
Commercial	1,180,724	1,101,930	1,038,728	990,977
Total	36,138,547	34,614,221	32,045,259	30,405,080
Totals				
Passenger	132,342,412	127,844,748	121,834,118	118,165,234
Commercial	13,668,026	13,647,915	13,248,326	12,919,983
Total Transactions	146,010,438	141,492,663	135,082,444	131,085,217

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.

2004	2003	2002	2001	2000	1999
12,305,237	12,170,221	11,821,366	11,089,240	9,948,252	9,926,622
2,283,985	2,171,039	2,221,406	2,175,434	2,461,771	2,387,628
<u>14,589,222</u>	<u>14,341,260</u>	<u>14,042,772</u>	<u>13,264,674</u>	<u>12,410,023</u>	<u>12,314,250</u>
9,624,649	9,598,985	8,762,480	8,119,829	7,672,653	7,655,048
3,038,181	2,904,118	2,861,681	2,746,586	3,009,357	2,948,616
<u>12,662,830</u>	<u>12,503,103</u>	<u>11,624,161</u>	<u>10,866,415</u>	<u>10,682,010</u>	<u>10,603,664</u>
13,995,332	13,446,035	12,747,156	11,577,225	10,788,837	10,927,281
1,462,258	1,397,426	1,377,605	1,355,669	1,444,081	1,412,797
<u>15,457,590</u>	<u>14,843,461</u>	<u>14,124,761</u>	<u>12,932,894</u>	<u>12,232,918</u>	<u>12,340,078</u>
4,778,270	4,713,808	4,744,798	4,501,285	4,301,329	4,396,334
1,190,295	1,145,400	1,170,193	1,128,011	1,170,480	1,200,762
<u>5,968,565</u>	<u>5,859,208</u>	<u>5,914,991</u>	<u>5,629,296</u>	<u>5,471,809</u>	<u>5,597,096</u>
8,643,953	8,405,846	8,274,892	8,159,816	7,821,470	7,944,115
1,239,749	1,137,777	1,099,527	1,153,589	1,268,420	1,242,894
<u>9,883,702</u>	<u>9,543,623</u>	<u>9,374,419</u>	<u>9,313,405</u>	<u>9,089,890</u>	<u>9,187,009</u>
5,763,597	5,526,691	5,414,449	5,255,223	5,141,949	5,132,978
985,234	932,922	926,135	948,499	973,502	977,443
<u>6,748,831</u>	<u>6,459,613</u>	<u>6,340,584</u>	<u>6,203,722</u>	<u>6,115,451</u>	<u>6,110,421</u>
25,647,878	23,637,861	21,657,450	18,630,181	12,754,353	10,675,823
652,176	591,174	557,550	426,383	319,701	257,189
<u>26,300,054</u>	<u>24,229,035</u>	<u>22,215,000</u>	<u>19,056,564</u>	<u>13,074,054</u>	<u>10,933,012</u>
3,439,673	3,347,185	3,373,968	3,309,633	3,250,196	3,280,673
487,313	458,623	460,583	402,597	444,090	450,224
<u>3,926,986</u>	<u>3,805,808</u>	<u>3,834,551</u>	<u>3,712,230</u>	<u>3,694,286</u>	<u>3,730,897</u>
574,958	591,044	690,130	653,177	639,236	621,341
93,296	68,574	49,616	43,668	48,154	45,589
<u>668,254</u>	<u>659,618</u>	<u>739,746</u>	<u>696,845</u>	<u>687,390</u>	<u>666,930</u>
27,402,586	25,271,890	22,471,130	16,480,051	12,851,942	12,320,383
870,950	849,056	681,193	374,549	436,444	432,065
<u>28,273,536</u>	<u>26,120,946</u>	<u>23,152,323</u>	<u>16,854,600</u>	<u>13,288,386</u>	<u>12,752,448</u>
112,176,133	106,709,566	99,957,819	87,775,660	75,170,217	72,880,598
12,303,437	11,656,109	11,405,489	10,754,985	11,576,000	11,355,207
<u>124,479,570</u>	<u>118,365,675</u>	<u>111,363,308</u>	<u>98,530,645</u>	<u>86,746,217</u>	<u>84,235,805</u>

Schedule 5
Oklahoma Turnpike Authority
Toll Revenues by Principal Revenue Payers:
Payment Method, Class and Turnpike,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Toll revenues				
PIKEPASS	\$ 104,807,319	\$ 102,405,631	\$ 98,459,153	\$ 94,802,306
Cash	91,355,191	94,293,128	96,073,811	96,391,188
Percentage of total revenues				
PIKEPASS	53.4%	52.1%	50.6%	49.6%
Cash	46.6%	47.9%	49.4%	50.4%
Toll transactions				
PIKEPASS	93,831,497	88,926,033	83,291,461	78,860,757
Cash	52,178,941	52,566,630	51,790,983	52,224,460
Percentage of total transactions				
PIKEPASS	64.3%	62.8%	61.7%	60.2%
Cash	35.7%	37.2%	38.3%	39.8%
Turner Turnpike				
2-axle vehicles	\$ 23,094,064	\$ 23,160,230	\$ 23,297,099	\$ 23,334,402
3-axle vehicles	708,576	718,014	709,756	714,671
4-axle vehicles	1,443,533	1,572,289	1,657,506	1,581,653
5-axle vehicles	23,402,056	23,983,110	24,458,833	23,963,858
6-axle vehicles	747,752	714,881	704,788	619,185
Total	49,395,981	50,148,524	50,827,982	50,213,769
Will Rogers Turnpike				
2-axle vehicles	15,150,268	15,230,442	15,201,170	15,355,969
3-axle vehicles	650,011	656,761	639,185	651,261
4-axle vehicles	1,397,399	1,580,209	1,665,107	1,609,157
5-axle vehicles	26,855,911	27,838,547	27,981,723	27,328,493
6-axle vehicles	640,417	652,414	642,519	526,614
Total	44,694,006	45,958,373	46,129,704	45,471,494
H.E. Bailey Turnpike				
2-axle vehicles	14,093,610	14,106,754	13,950,970	13,945,008
3-axle vehicles	352,163	322,158	268,818	289,470
4-axle vehicles	501,021	498,055	479,906	458,864
5-axle vehicles	3,917,062	3,929,724	3,911,387	3,794,782
6-axle vehicles	139,666	108,702	98,490	93,456
Total	19,003,522	18,965,393	18,709,571	18,581,580
Muskogee Turnpike				
2-axle vehicles	9,711,311	9,638,201	9,580,793	9,770,742
3-axle vehicles	223,775	218,917	225,357	250,710
4-axle vehicles	333,303	320,276	305,395	307,225
5-axle vehicles	3,380,069	3,315,902	3,311,215	3,247,293
6-axle vehicles	106,011	141,485	138,268	124,452
Total	13,754,469	13,634,781	13,561,028	13,700,422

	2004	2003	2002	2001	2000	1999
\$	89,526,359	\$ 83,909,705	\$ 80,224,420	\$ 74,219,171	\$ 53,556,698	\$ 51,308,957
	96,366,635	95,432,148	96,217,066	89,892,132	78,011,675	78,525,891
	48.2%	46.8%	45.5%	45.2%	40.7%	39.5%
	51.8%	53.2%	54.5%	54.8%	59.3%	60.5%
	73,842,679	68,046,748	61,761,722	49,436,219	42,123,502	39,059,125
	50,636,891	50,318,927	49,601,586	49,094,426	44,622,715	45,176,680
	59.3%	57.5%	55.5%	50.2%	48.6%	46.4%
	40.7%	42.5%	44.5%	49.8%	51.4%	53.6%
\$	23,590,204	\$ 23,413,499	\$ 23,403,492	\$ 22,108,158	\$ 18,148,023	\$ 18,101,828
	651,091	630,259	647,388	629,059	553,776	554,362
	1,620,608	1,582,652	1,602,120	1,546,404	1,392,828	1,403,634
	22,773,837	21,911,689	22,571,011	22,099,173	18,256,017	17,611,014
	591,800	518,082	501,303	471,250	371,228	345,566
	<u>49,227,540</u>	<u>48,056,181</u>	<u>48,725,314</u>	<u>46,854,044</u>	<u>38,721,872</u>	<u>38,016,404</u>
	15,541,719	15,569,560	15,244,453	14,282,884	12,026,257	12,270,240
	594,951	575,085	555,388	511,789	488,701	489,611
	1,636,730	1,605,411	1,621,625	1,529,946	1,371,219	1,393,381
	26,343,779	25,445,539	25,458,634	24,528,548	20,338,375	19,838,327
	486,998	452,527	405,124	366,017	300,539	270,500
	<u>44,604,177</u>	<u>43,648,122</u>	<u>43,285,224</u>	<u>41,219,184</u>	<u>34,525,091</u>	<u>34,262,059</u>
	14,000,261	13,528,419	13,092,517	12,056,705	10,528,804	10,751,588
	302,967	298,633	248,742	236,135	217,022	217,927
	481,962	499,549	486,210	459,615	421,691	425,936
	3,582,532	3,434,334	3,588,015	3,616,213	2,883,586	2,763,602
	76,633	57,713	44,734	44,614	52,588	49,572
	<u>18,444,355</u>	<u>17,818,648</u>	<u>17,460,218</u>	<u>16,413,282</u>	<u>14,103,691</u>	<u>14,208,625</u>
	9,558,405	9,252,419	9,054,339	8,917,308	7,943,805	7,914,678
	241,302	205,758	173,843	174,149	162,341	175,713
	302,013	292,920	279,653	280,872	269,384	303,807
	3,062,617	3,020,154	3,106,734	3,314,600	2,503,407	2,588,215
	125,054	75,260	62,529	54,277	31,319	30,937
	<u>13,289,391</u>	<u>12,846,511</u>	<u>12,677,098</u>	<u>12,741,206</u>	<u>10,910,256</u>	<u>11,013,350</u>

(Continued)

	2008	2007	2006	2005
Indian Nation Turnpike				
2-axle vehicles	\$ 6,431,348	\$ 6,334,500	\$ 6,173,187	\$ 6,228,736
3-axle vehicles	232,738	226,155	205,790	197,596
4-axle vehicles	542,344	549,303	549,203	516,523
5-axle vehicles	4,668,914	4,668,456	4,744,763	4,523,789
6-axle vehicles	130,024	105,021	113,149	102,907
Total	12,005,368	11,883,435	11,786,092	11,569,551
Cimarron Turnpike				
2-axle vehicles	4,699,492	4,663,571	4,776,299	4,785,475
3-axle vehicles	151,963	156,912	155,490	149,001
4-axle vehicles	301,091	306,053	304,874	293,155
5-axle vehicles	3,381,611	3,351,899	3,398,194	3,327,189
6-axle vehicles	79,737	93,311	106,496	93,578
Total	8,613,894	8,571,746	8,741,353	8,648,398
John Kilpatrick Turnpike				
2-axle vehicles	19,480,220	18,785,533	17,571,599	16,474,630
3-axle vehicles	268,108	258,977	216,557	188,358
4-axle vehicles	284,769	263,459	226,795	184,030
5-axle vehicles	1,518,634	1,566,274	1,429,437	1,390,290
6-axle vehicles	173,069	163,088	148,387	122,858
Total	21,724,800	21,037,331	19,592,775	18,360,166
Cherokee Turnpike				
2-axle vehicles	4,293,235	4,331,597	4,389,806	4,355,872
3-axle vehicles	127,001	127,635	111,543	113,430
4-axle vehicles	177,732	202,744	202,884	194,091
5-axle vehicles	2,033,108	2,179,900	2,396,576	2,496,695
6-axle vehicles	35,966	42,658	51,924	44,180
Total	6,667,042	6,884,534	7,152,733	7,204,268
Chickasaw Turnpike				
2-axle vehicles	363,149	347,589	164,052	354,625
3-axle vehicles	45,280	41,543	6,243	22,756
4-axle vehicles	20,286	19,321	3,047	11,580
5-axle vehicles	127,726	110,619	37,848	82,350
6-axle vehicles	2,698	1,803	670	1,059
Total	559,139	520,875	211,860	472,370
Creek Turnpike				
2-axle vehicles	17,840,213	17,222,386	16,025,186	15,241,816
3-axle vehicles	259,920	244,782	216,625	202,927
4-axle vehicles	217,474	187,232	155,840	147,811
5-axle vehicles	1,354,847	1,323,714	1,307,660	1,291,921
6-axle vehicles	71,835	115,653	114,555	87,001
Total	19,744,289	19,093,767	17,819,866	16,971,476
All Turnpikes				
2-axle vehicles	115,156,910	113,820,803	111,130,161	109,847,275
3-axle vehicles	3,019,535	2,971,854	2,755,364	2,780,180
4-axle vehicles	5,218,952	5,498,941	5,550,557	5,304,089
5-axle vehicles	70,639,938	72,268,145	72,977,636	71,446,660
6-axle vehicles	2,127,175	2,139,016	2,119,246	1,815,290
Total	<u>\$ 196,152,510</u>	<u>\$ 196,698,759</u>	<u>\$ 194,532,964</u>	<u>\$ 191,193,494</u>

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.

	2004	2003	2002	2001	2000	1999
\$	6,300,277	\$ 6,233,519	\$ 6,321,984	\$ 6,022,296	\$ 4,937,718	\$ 5,173,160
	186,418	177,274	186,850	186,252	170,484	176,754
	498,348	496,627	522,018	502,446	444,621	438,531
	4,309,909	4,096,259	4,232,417	4,067,493	3,159,406	3,157,692
	89,493	77,069	80,976	85,534	66,059	66,437
	<u>11,384,445</u>	<u>11,080,748</u>	<u>11,344,245</u>	<u>10,864,021</u>	<u>8,778,288</u>	<u>9,012,574</u>
	4,801,715	4,600,587	4,598,325	4,510,779	4,159,045	4,170,147
	139,841	129,222	129,872	115,513	105,982	106,648
	288,028	274,971	284,776	283,632	236,803	244,238
	3,246,439	3,050,158	3,040,264	3,102,074	2,449,772	2,499,645
	90,616	82,941	83,913	64,634	50,104	45,375
	<u>8,566,639</u>	<u>8,137,879</u>	<u>8,137,150</u>	<u>8,076,632</u>	<u>7,001,706</u>	<u>7,066,053</u>
	15,304,482	14,177,341	13,204,398	10,994,529	5,932,617	4,794,552
	161,231	142,870	132,183	91,741	34,106	26,146
	177,995	163,262	143,627	103,124	30,498	22,357
	1,200,200	1,049,877	979,992	821,362	209,687	183,837
	96,169	78,193	58,779	39,493	8,545	9,853
	<u>16,940,077</u>	<u>15,611,543</u>	<u>14,518,979</u>	<u>12,050,249</u>	<u>6,215,453</u>	<u>5,036,745</u>
	4,316,863	4,248,324	4,347,936	4,254,122	3,766,186	3,837,597
	119,902	115,912	119,775	98,849	87,789	90,257
	199,217	199,195	222,986	189,088	183,738	186,007
	2,417,211	2,267,493	2,267,327	2,089,159	1,595,883	1,614,036
	40,306	33,636	29,930	30,427	15,501	14,314
	<u>7,093,499</u>	<u>6,864,560</u>	<u>6,987,954</u>	<u>6,661,645</u>	<u>5,649,097</u>	<u>5,742,211</u>
	301,830	321,462	388,737	366,300	319,621	311,449
	33,188	19,905	2,884	2,571	2,668	2,577
	15,863	10,530	2,092	1,801	1,198	1,219
	79,382	76,101	88,972	79,225	57,439	53,334
	779	684	1,209	579	538	605
	<u>431,042</u>	<u>428,682</u>	<u>483,894</u>	<u>450,476</u>	<u>381,464</u>	<u>369,184</u>
	14,335,159	13,332,368	11,671,843	8,214,107	5,009,964	4,832,570
	169,282	176,163	146,155	79,760	54,570	54,388
	143,344	137,717	101,689	46,144	23,093	24,572
	1,189,155	1,154,194	858,702	417,361	188,124	189,552
	74,889	48,537	43,021	23,192	5,704	6,561
	<u>15,911,829</u>	<u>14,848,979</u>	<u>12,821,410</u>	<u>8,780,564</u>	<u>5,281,455</u>	<u>5,107,643</u>
	108,050,915	104,677,498	101,328,024	91,727,188	72,772,040	72,157,809
	2,600,173	2,471,081	2,343,080	2,125,818	1,877,439	1,894,383
	5,364,108	5,262,834	5,266,796	4,943,072	4,375,073	4,443,682
	68,205,061	65,505,798	66,192,068	64,135,208	51,641,696	50,499,254
	1,672,737	1,424,642	1,311,518	1,180,017	902,125	839,720
\$	<u>185,892,994</u>	<u>179,341,853</u>	<u>176,441,486</u>	<u>164,111,303</u>	<u>131,568,373</u>	<u>129,834,848</u>

Schedule 6
Oklahoma Turnpike Authority
Toll Rates by Turnpike, Class and Type,
Ten Years Ended December 31, 1999-2008

Toll Rates Effective January 1, 2001 **Turner Turnpike**

Vehicle Classification:		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	SH 66-Wellston	0.95	1.00	1.35	1.50	1.80	2.00	3.25	3.50	4.05	4.25
	SH 18-Chandler	1.20	1.25	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
	SH 99-Stroud	1.65	1.75	2.70	3.00	4.05	4.50	7.15	7.50	8.55	9.00
	US 66-Bristow	2.15	2.25	3.85	4.25	5.40	6.00	9.50	10.00	11.40	12.00
	Kellyville	2.85	3.00	4.30	4.75	6.30	7.00	11.15	11.75	13.55	14.25
	SH 97-Sapulpa	3.10	3.25	4.75	5.25	7.20	8.00	12.35	13.00	15.20	16.00
	Creek West	3.10	3.50	4.75	5.75	7.20	8.50	12.35	14.25	15.20	17.25
Tulsa	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25	
SH 66-Wellston	SH 18-Chandler	0.35	1.25	0.55	2.00	0.80	3.25	1.40	5.50	1.70	6.75
	SH 99-Stroud	0.75	1.75	1.15	3.00	1.70	4.50	3.00	7.50	3.65	9.00
	US 66-Bristow	1.50	2.25	2.35	4.25	3.45	6.00	6.15	10.00	7.75	12.00
	Kellyville	2.15	3.00	3.35	4.75	4.90	7.00	8.65	11.75	10.50	14.25
	SH 97-Sapulpa	2.30	3.25	3.55	5.25	5.25	8.00	9.30	13.00	11.25	16.00
	Creek West	2.30	3.50	3.55	5.75	5.25	8.50	9.30	14.25	11.25	17.25
Tulsa	2.50	3.50	3.85	5.75	5.70	8.50	10.00	14.25	12.20	17.25	
SH 18-Chandler	SH 99-Stroud	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	US 66-Bristow	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	Kellyville	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
	SH 97-Sapulpa	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Creek West	1.65	2.00	3.15	3.75	4.30	5.25	7.10	8.75	8.50	10.50
Tulsa	1.90	2.00	3.40	3.75	4.75	5.25	8.30	8.75	10.00	10.50	
SH 99-Stroud	US 66-Bristow	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Kellyville	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.00	5.25
	SH 97-Sapulpa	1.45	1.50	2.05	2.25	2.95	3.25	5.45	5.75	6.65	7.00
	Creek West	1.15	1.50	1.95	2.50	3.35	4.25	5.20	6.75	6.15	8.00
Tulsa	1.45	1.50	2.25	2.50	3.85	4.25	6.40	6.75	7.60	8.00	
US 66-Bristow	Kellyville	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 97-Sapulpa	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	Creek West	0.70	1.00	1.00	1.50	1.60	2.50	2.55	4.00	3.35	5.25
	Tulsa	0.95	1.00	1.35	1.50	2.25	2.50	3.80	4.00	5.00	5.25
Kellyville-SH 97	SH 97-Sapulpa	0.25	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Creek West	0.20	0.50	0.45	1.00	0.70	1.50	0.90	2.25	1.40	3.00
	Tulsa	0.45	0.50	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
SH 97-Sapulpa	Tulsa	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	1.20	1.25

Note: (pages 64-81)
For Toll Rates Effective January 1, 2001:

Classification is by number of axles

Toll Rates Effective Prior to January 1, 2001														Turner Turnpike	
Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.35	1.50	1.80	2.00	2.50	2.75	2.95	3.25
0.90	1.00	1.60	1.75	2.05	2.25	1.35	1.50	1.80	2.00	2.95	3.25	3.85	4.25	4.75	5.25
1.35	1.50	2.05	2.25	2.70	3.00	1.80	2.00	2.70	3.00	4.05	4.50	5.20	5.75	6.30	7.00
1.80	2.00	2.95	3.25	3.60	4.00	2.50	2.75	3.85	4.25	5.40	6.00	7.00	7.75	8.35	9.25
2.25	2.50	3.60	4.00	4.50	5.00	2.95	3.25	4.30	4.75	6.30	7.00	8.10	9.00	9.90	11.00
2.50	2.75	4.05	4.50	4.95	5.50	3.40	3.75	4.75	5.25	7.20	8.00	9.00	10.00	11.05	12.25
<i>Location not open to traffic prior to January 1, 2001</i>															
2.70	3.00	4.30	4.75	5.40	6.00	3.60	4.00	5.20	5.75	7.65	8.50	9.90	11.00	11.95	13.25
0.20	1.00	0.45	1.75	0.70	2.25	0.45	1.50	0.45	2.00	1.15	3.25	1.35	4.25	1.80	5.25
0.65	1.50	0.90	2.25	1.35	3.00	0.90	2.00	1.35	3.00	2.25	4.50	2.70	5.75	3.35	7.00
1.10	2.00	1.80	3.25	2.25	4.00	1.60	2.75	2.50	4.25	3.60	6.00	4.50	7.75	5.40	9.25
1.55	2.50	2.45	4.00	3.15	5.00	2.05	3.25	2.95	4.75	4.50	7.00	5.60	9.00	6.95	11.00
1.80	2.75	2.90	4.50	3.60	5.50	2.50	3.75	3.40	5.25	5.40	8.00	6.50	10.00	8.10	12.25
<i>Location not open to traffic prior to January 1, 2001</i>															
2.00	3.00	3.15	4.75	4.05	6.00	2.70	4.00	3.85	5.75	5.85	8.50	7.40	11.00	9.00	13.25
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.50	2.75	3.40	3.75	4.05	4.50
1.15	1.25	1.80	2.00	2.25	2.50	1.60	1.75	2.25	2.50	3.60	4.00	4.50	5.00	5.40	6.00
1.35	1.50	2.25	2.50	2.95	3.25	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.55	7.25
<i>Location not open to traffic prior to January 1, 2001</i>															
1.60	1.75	2.50	2.75	3.15	3.50	2.05	2.25	3.40	3.75	4.75	5.25	6.10	6.75	7.20	8.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.35	1.50	1.80	2.00	2.05	2.25
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.60	4.00
1.15	1.25	1.60	1.75	2.05	2.25	1.35	1.50	2.05	2.25	2.95	3.25	4.05	4.50	4.95	5.50
<i>Location not open to traffic prior to January 1, 2001</i>															
1.15	1.25	2.05	2.25	2.50	2.75	1.60	1.75	2.25	2.50	3.85	4.25	4.75	5.25	5.65	6.25
0.45	0.50	0.70	0.75	0.90	1.00	0.45	0.50	0.70	0.75	1.15	1.25	1.35	1.50	1.60	1.75
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
<i>Location not open to traffic prior to January 1, 2001</i>															
0.70	0.75	1.15	1.25	1.60	1.75	0.90	1.00	1.35	1.50	2.25	2.50	2.70	3.00	3.60	4.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
<i>Location not open to traffic prior to January 1, 2001</i>															
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.60	1.75	2.05	2.25
0.25	0.25	0.25	0.25	0.45	0.50	0.25	0.25	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00

Note: (pages 64-81)
 For Toll Rates Effective Prior to January 1, 2001:

Vehicle Class 1: Passenger car
 Vehicle Class 2: Passenger car with one-axle trailer
 Vehicle Class 3: Passenger car with two-axle trailer
 Vehicle Class 4: Two-axle truck or bus
 Vehicle Class 5: Three-axle truck or bus
 Vehicle Class 6: Four-axle truck
 Vehicle Class 7: Five-axle truck
 Vehicle Class 8: Six-axle truck

(Continued)

Toll Rates Effective January 1, 2001 **Will Rogers Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	State Hwy 266	0.45	0.50	0.70	0.75	0.95	1.00	1.20	1.25	1.45	1.50
	SH 20-Claremore	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
	State Hwy 28	1.20	1.25	1.60	1.75	2.50	2.75	4.75	5.00	5.45	5.75
	US 69-Big Cabin	1.45	1.50	2.25	2.50	3.60	4.00	6.40	6.75	7.60	8.00
	Vinita	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	9.05	9.50
	Afton	2.15	2.25	3.60	4.00	5.40	6.00	9.25	9.75	11.15	11.75
	SH 10-Miami	2.85	3.00	4.30	4.75	6.30	7.00	10.70	11.75	13.55	14.25
	State Line	3.35	3.50	5.20	5.75	7.65	8.50	13.55	14.25	16.40	17.25
State Hwy 266	SH 20-Claremore	0.45	0.50	0.45	1.00	0.70	1.25	0.70	2.25	0.95	2.50
	State Hwy 28	0.70	1.25	1.45	1.75	2.35	2.75	2.85	5.00	3.55	5.75
	US 69-Big Cabin	1.20	1.50	1.90	2.50	3.35	4.00	5.00	6.75	6.25	8.00
	Vinita	1.45	1.75	2.60	3.00	4.05	4.75	6.15	7.75	7.35	9.50
	Afton	1.90	2.25	3.55	4.00	5.00	6.00	7.95	9.75	9.50	11.75
	SH 10-Miami	2.45	3.00	4.25	4.75	5.70	7.00	9.75	11.75	13.75	14.25
	State Line	3.05	3.50	5.00	5.75	7.35	8.50	12.35	14.25	15.00	17.25
SH 20-Claremore	State Hwy 28	0.70	0.75	0.90	1.00	1.35	1.50	2.15	2.25	2.85	3.00
	US 69-Big Cabin	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
	Vinita	1.20	1.25	2.05	2.25	2.95	3.25	5.45	5.75	6.40	6.75
	Afton	1.65	1.75	2.70	3.00	4.30	4.75	7.35	7.75	8.55	9.00
	SH 10-Miami	1.90	2.00	3.60	4.00	5.20	5.75	9.05	9.50	10.70	11.25
	State Line	2.85	3.00	4.50	5.00	6.55	7.25	11.40	12.00	13.80	14.50
US 69-Big Cabin	Vinita	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Afton	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
	SH 10-Miami	1.20	1.25	1.80	2.00	2.70	3.00	5.00	5.25	5.95	6.25
	State Line	1.65	1.75	2.70	3.00	4.30	4.75	7.15	7.50	8.55	9.00
Vinita	Afton	0.45	0.50	0.70	0.75	1.15	1.25	1.90	2.00	2.15	2.25
	SH 10-Miami	0.95	1.00	1.35	1.50	2.05	2.25	3.35	3.50	4.75	5.00
	State Line	1.45	1.50	2.25	2.50	3.60	4.00	6.20	6.50	7.35	7.75
Afton	SH 10-Miami	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	2.15	2.25
	State Line	1.20	1.25	1.60	1.75	2.25	2.50	4.05	4.25	5.25	5.50
SH 10-Miami	State Line	0.45	0.50	0.90	1.00	1.35	1.50	2.40	2.50	2.85	3.00

Toll Rates Effective January 1, 2001 **H.E. Bailey Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Oklahoma City	Wichita Falls	3.80	4.00	4.95	5.50	7.00	7.75	11.90	12.50	14.75	15.50
	Chickasha	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
Chickasha	State Hwy 62	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
	Lawton	1.45	1.50	1.60	1.75	2.50	2.75	4.50	4.75	5.50	5.75
Elgin	Lawton	0.25	0.25	0.45	0.50	0.45	0.50	0.95	1.00	0.95	1.00
Lawton	Wichita Falls	1.20	1.25	1.60	1.75	2.25	2.50	4.45	4.50	4.75	5.75
	Walters	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
Walters	Wichita Falls	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
	H.E. Bailey Spur	State Hwy 76	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85
H.E. Bailey Spur	State Hwy 9	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	Chickasha	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
	Oklahoma City	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
	State Hwy 9	Chickasha	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60
State Hwy 9	Oklahoma City	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95
	SH-76-Spur	0.25	0.30	0.45	0.50	0.60	0.65	1.25	1.30	1.50	1.60
	State Hwy 76	Chickasha	1.15	1.75	1.80	2.80	2.25	3.65	2.95	4.85	3.60
State Hwy 76	Oklahoma City	0.45	0.50	0.75	0.80	1.10	1.15	1.50	1.60	1.85	1.95

Toll Rates Effective Prior to January 1, 2001 **Will Rogers Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
<i>Location not open to traffic prior to January 1, 2001</i>															
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.90	1.00	1.35	1.50	1.80	2.00	1.15	1.25	1.60	1.75	2.50	2.75	3.40	3.75	4.05	4.50
1.15	1.25	1.80	2.00	2.50	2.75	1.60	1.75	2.25	2.50	3.60	4.00	4.75	5.25	5.65	6.25
1.35	1.50	2.25	2.50	2.95	3.25	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.55	7.25
1.80	2.00	2.70	3.00	3.60	4.00	2.25	2.50	3.60	4.00	5.40	6.00	6.75	7.50	8.10	9.00
2.25	2.50	3.60	4.00	4.50	5.00	2.95	3.25	4.30	4.75	6.30	7.00	7.90	8.75	9.90	11.00
2.70	3.00	4.30	4.75	5.40	6.00	3.60	4.00	5.20	5.75	7.65	8.50	9.90	11.00	11.95	13.25

Location not open to traffic prior to January 1, 2001

0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.60	1.75	2.05	2.25
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.85	4.25
0.90	1.00	1.60	1.75	2.05	2.25	1.35	1.50	2.05	2.25	2.95	3.25	4.05	4.50	4.75	5.25
1.35	1.50	2.25	2.50	2.70	3.00	1.80	2.00	2.70	3.00	4.30	4.75	5.40	6.00	6.30	7.00
1.60	1.75	2.70	3.00	3.40	3.75	2.25	2.50	3.60	4.00	5.20	5.75	6.55	7.25	7.90	8.75
2.25	2.50	3.60	4.00	4.50	5.00	3.15	3.50	4.50	5.00	6.55	7.25	8.35	9.25	10.15	11.25
0.25	0.25	0.45	0.50	0.45	0.50	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
0.90	1.00	1.35	1.50	1.80	2.00	1.15	1.25	1.80	2.00	2.70	3.00	3.60	4.00	4.30	4.75
1.35	1.50	2.25	2.50	2.70	3.00	1.80	2.00	2.70	3.00	4.30	4.75	5.20	5.75	6.30	7.00
0.45	0.50	0.70	0.75	0.70	0.75	0.45	0.50	0.70	0.75	1.15	1.25	1.35	1.50	1.60	1.75
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.35	1.50	2.05	2.25	2.50	2.75	3.40	3.75
1.15	1.25	1.80	2.00	2.25	2.50	1.60	1.75	2.25	2.50	3.60	4.00	4.50	5.00	5.40	6.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75
0.90	1.00	1.35	1.50	1.60	1.75	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.85	4.25
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.35	1.50	1.80	2.00	2.05	2.25

Toll Rates Effective Prior to January 1, 2001 **H.E. Bailey Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH												
3.20	3.50	4.55	5.00	5.90	6.50	3.45	3.75	5.00	5.50	7.00	7.75	9.05	10.00	10.80	12.00
1.15	1.25	1.35	1.50	2.05	2.25	1.15	1.25	1.80	2.00	2.25	2.50	2.95	3.25	3.60	4.00
0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.25	0.45	0.50
1.15	1.25	1.60	1.75	2.05	2.25	1.15	1.25	1.60	1.75	2.50	2.75	3.15	3.50	3.60	4.00
0.25	0.25	0.45	0.50	0.45	0.50	0.25	0.25	0.45	0.50	0.45	0.50	0.70	0.75	0.70	0.75
0.90	1.00	1.60	1.75	1.80	2.00	1.15	1.25	1.60	1.75	2.25	2.50	2.95	3.25	3.60	4.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001 **Indian Nation Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Henryetta	Hugo	4.55	4.75	5.40	6.00	8.60	9.50	15.25	16.00	18.55	19.50
	State Hwy 9	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
	McAlester	1.65	1.75	1.80	2.00	2.95	3.25	5.25	5.50	6.40	6.75
State Hwy 9	McAlester	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.35	3.50
US-270-Ulan	McAlester	0.25	0.25	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
McAlester	Daisy	1.45	1.50	1.80	2.00	2.95	3.25	5.00	5.25	5.95	6.25
Daisy	Antlers	0.95	1.00	1.15	1.25	1.35	1.50	2.40	2.50	2.85	3.00
	Hugo	1.45	1.50	1.80	2.00	2.70	3.00	5.00	5.25	6.20	6.50
Antlers	Hugo	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50

Toll Rates Effective January 1, 2001 **Muskogee Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH								
Tulsa	Webbers Falls	2.40	2.50	3.15	3.50	4.50	5.00	7.60	8.00	8.60	9.00
	SH 51-Coweta	0.95	1.00	1.35	1.50	1.35	1.50	2.15	2.25	2.40	2.50
	Muskogee	1.20	1.25	2.05	2.25	2.50	2.75	4.30	4.50	4.75	5.00
SH 51-Coweta	Muskogee	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 69-Wagoner	Muskogee	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
Muskogee	Webbers Falls	1.20	1.25	1.20	1.25	2.05	2.25	3.35	3.50	3.80	4.00

Toll Rates Effective January 1, 2001 **Cimarron Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Tulsa	I-35	2.35	2.50	3.15	3.50	5.40	6.00	9.55	10.00	11.45	12.00
	US 177	1.65	1.75	2.25	2.50	4.05	4.50	7.15	7.50	8.10	8.50
	Morrison	1.15	1.25	1.60	1.75	3.15	3.50	5.45	5.75	6.65	7.00
	Stillwater	1.15	1.25	2.05	2.25	3.60	4.00	6.40	6.75	7.60	8.00
	State Hwy 18	0.70	0.75	1.15	1.25	2.50	2.75	4.30	4.50	5.25	5.50
	SH 99-Hallett	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
	State Hwy 18	0.45	0.50	0.70	0.75	0.90	1.00	1.45	1.50	1.90	2.00
State Hwy 18	I-35	1.65	1.75	2.05	2.25	2.95	3.25	5.25	5.50	6.20	6.50
	US 177	0.95	1.00	1.15	1.25	1.60	1.75	2.85	3.00	3.10	3.25
	Morrison	0.45	0.50	0.45	0.50	0.70	0.75	1.20	1.25	1.45	1.50
	Stillwater	0.45	0.50	0.90	1.00	1.15	1.25	2.15	2.25	2.40	2.50
US 177	I-35	0.95	1.00	0.90	1.00	1.35	1.50	2.40	2.50	3.10	3.25

Toll Rates Effective January 1, 2001 **John Kilpatrick Turnpike**

Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle	
Begin	End	PPS	CASH								
I-35	Eastern	0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	US 77-Brdwy Ext	0.40	0.50	0.55	0.75	0.80	1.00	1.40	1.60	1.70	1.95
	Western	0.50	1.00	0.75	1.45	1.05	2.00	1.70	3.40	2.05	4.10
	Pennsylvania	0.60	1.00	0.85	1.45	1.20	2.00	2.00	3.40	2.40	4.10
	May	0.65	1.00	1.05	1.45	1.45	2.00	2.25	3.40	2.75	4.10
	Portland	0.80	1.00	1.20	1.45	1.60	2.00	2.80	3.40	3.40	4.10
	Meridian	0.90	1.00	1.25	1.45	1.75	2.00	3.10	3.40	3.75	4.10
	MacArthur	0.95	1.00	1.35	1.45	1.90	2.00	3.30	3.40	3.90	4.10
	Rockwell	1.05	1.30	1.75	2.05	2.45	2.90	3.35	4.70	4.45	5.70
	SH 3-NW Exp	1.35	1.50	2.00	2.20	2.75	3.00	4.50	5.00	5.45	6.05
	Wilshire	1.50	2.00	2.10	2.75	2.85	4.00	5.05	6.80	6.20	8.20
	SH 66-39 Exp	1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20
	NW 10th	1.80	2.00	2.35	2.75	3.30	4.00	6.20	6.80	7.45	8.20
	I-40	1.90	2.00	2.45	2.75	3.45	4.00	6.45	6.80	7.80	8.20

Toll Rates Effective Prior to January 1, 2001 **Indian Nation Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH												
3.65	4.00	4.75	5.25	6.35	7.00	3.65	4.00	5.40	6.00	8.60	9.50	11.05	12.25	13.55	15.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
1.35	1.50	1.80	2.00	2.25	2.50	1.35	1.50	1.80	2.00	2.95	3.25	3.85	4.25	4.75	5.25
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	1.60	1.75	2.05	2.25	2.50	2.75
0.25	0.25	0.45	0.50	0.45	0.50	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
1.15	1.25	1.35	1.50	2.05	2.25	1.15	1.25	1.80	2.00	2.95	3.25	3.60	4.00	4.30	4.75
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.35	1.50	1.80	2.00	2.05	2.25
1.15	1.25	1.60	1.75	2.05	2.25	1.15	1.25	1.80	2.00	2.70	3.00	3.60	4.00	4.50	5.00
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00

Toll Rates Effective Prior to January 1, 2001 **Muskogee Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
2.05	2.25	2.95	3.25	3.60	4.00	2.25	2.50	3.20	3.50	4.55	5.00	5.65	6.25	6.30	7.00
0.70	0.75	1.15	1.25	1.35	1.50	1.15	1.25	1.35	1.50	1.35	1.50	1.60	1.75	1.80	2.00
1.15	1.25	1.80	2.00	2.25	2.50	1.35	1.50	2.05	2.25	2.50	2.75	3.15	3.50	3.60	4.00
0.45	0.50	0.70	0.75	0.90	1.00	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.90	1.00	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	2.05	2.25	2.50	2.75	2.70	3.00

Toll Rates Effective Prior to January 1, 2001 **Cimarron Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
2.05	2.25	2.95	3.25	3.65	4.00	2.30	2.50	3.20	3.50	5.45	6.00	7.00	7.75	8.35	9.25
1.35	1.50	2.05	2.25	2.50	2.75	1.60	1.75	2.25	2.50	4.05	4.50	5.20	5.75	6.10	6.75
1.15	1.25	1.60	1.75	2.05	2.25	1.35	1.50	1.60	1.75	3.15	3.50	4.05	4.50	4.95	5.50
1.15	1.25	1.60	1.75	2.05	2.25	1.60	1.75	2.05	2.25	3.60	4.00	4.75	5.25	5.65	6.25
0.70	0.75	1.15	1.25	1.35	1.50	0.90	1.00	1.15	1.25	2.50	2.75	3.15	3.50	3.85	4.25
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25	1.35	1.50
1.35	1.50	1.80	2.00	2.25	2.50	1.35	1.50	2.05	2.25	2.95	3.25	3.85	4.25	4.50	5.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	1.15	1.25	1.60	1.75	2.05	2.25	2.25	2.50
0.45	0.50	0.45	0.50	0.70	0.75	0.45	0.50	0.45	0.50	0.70	0.75	0.90	1.00	1.15	1.25
0.45	0.50	0.45	0.50	0.70	0.75	0.70	0.75	0.90	1.00	1.15	1.25	1.60	1.75	1.80	2.00
0.70	0.75	0.90	1.00	1.15	1.25	0.70	0.75	0.90	1.00	1.35	1.50	1.80	2.00	2.25	2.50

Toll Rates Effective Prior to January 1, 2001 **John Kilpatrick Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.35	0.50	0.45	0.50	0.65	0.75	0.45	0.50	0.55	0.75	0.80	1.00	1.00	1.25	1.25	1.50
0.45	0.80	0.60	1.05	0.90	1.55	0.60	1.05	0.75	1.30	1.05	1.80	1.35	2.35	1.65	2.85
0.55	0.80	0.70	1.05	1.05	1.55	0.70	1.05	0.85	1.30	1.20	1.80	1.55	2.35	1.90	2.85
0.65	0.80	0.85	1.05	1.25	1.55	0.85	1.05	1.05	1.30	1.45	1.80	1.90	2.35	2.30	2.85
0.70	0.80	0.95	1.05	1.40	1.55	0.95	1.05	1.20	1.30	1.60	1.80	2.10	2.35	2.55	2.85

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

(Continued)

Toll Rates Effective January 1, 2001 **John Kilpatrick Turnpike (Continued)**

Begin	Vehicle Classification	End	2 axle		3 axle		4 axle		5 axle		6 axle	
			PPS	CASH								
Eastern	US 77-Brdway Ext		0.25	0.50	0.40	0.75	0.55	1.00	0.75	1.60	0.90	1.95
	Western		0.25	1.00	0.40	1.45	0.55	2.00	0.85	3.40	0.90	4.10
	Pennsylvania		0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	May		0.50	1.00	0.70	1.45	0.95	2.00	1.70	3.40	2.05	4.10
	Portland		0.60	1.00	0.80	1.45	1.10	2.00	2.00	3.40	2.40	4.10
	Meridian		0.65	1.00	0.90	1.45	1.25	2.00	2.25	3.40	2.70	4.10
	MacArthur		0.75	1.00	1.00	1.45	1.40	2.00	2.50	3.40	3.05	4.10
	Rockwell		0.85	1.30	1.40	2.05	1.95	2.90	2.80	4.70	3.40	5.70
	SH 3-NW Exp		1.05	1.50	1.65	2.20	2.25	3.00	3.65	5.00	4.40	6.05
	Wilshire		1.20	2.00	1.75	2.75	2.40	4.00	4.20	6.80	5.10	8.20
	SH 66-39th Exp		1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.80	8.20
	NW 10th		1.60	2.00	2.05	2.75	2.85	4.00	5.35	6.80	6.45	8.20
I-40		1.65	2.00	2.15	2.75	3.00	4.00	5.60	6.80	6.80	8.20	
US 77-Brdway Ext	Western		0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	Pennsylvania		0.25	1.00	0.40	1.45	0.55	2.00	0.75	3.40	0.90	4.10
	May		0.35	1.00	0.50	1.45	0.70	2.00	1.15	3.40	1.40	4.10
	Portland		0.40	1.00	0.60	1.45	0.85	2.00	1.40	3.40	1.70	4.10
	Meridian		0.50	1.00	0.70	1.45	1.00	2.00	1.70	3.40	2.05	4.10
	MacArthur		0.60	1.00	0.80	1.45	1.15	2.00	2.00	3.40	2.40	4.10
	Rockwell		0.75	1.30	1.20	2.05	1.70	2.90	2.35	4.70	2.75	5.70
	SH 3-NW Exp		0.90	1.50	1.45	2.20	2.00	3.00	3.05	5.00	3.75	6.05
	Wilshire		0.95	2.00	1.55	2.75	2.15	4.00	3.80	6.80	3.95	8.20
	SH 66-39th Exp		1.25	2.00	1.60	2.75	2.25	4.00	4.40	6.80	5.10	8.20
	NW 10th		1.40	2.00	1.85	2.75	2.55	4.00	4.75	6.80	5.75	8.20
	I-40		1.50	2.00	1.95	2.75	2.70	4.00	5.05	6.80	6.10	8.20
Western	Pennsylvania		0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	May		0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
	Portland		0.25	0.30	0.45	0.50	0.60	0.75	1.15	1.30	1.20	1.60
	Meridian		0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	MacArthur		0.25	0.30	0.45	0.50	0.60	0.75	1.25	1.30	1.20	1.60
	Rockwell		0.50	0.60	0.85	1.10	1.15	1.65	2.00	2.60	2.40	3.20
	SH 3-NW Exp		0.65	0.80	1.10	1.25	1.45	1.75	2.80	2.90	3.35	3.55
	Wilshire		0.90	1.30	1.30	1.80	1.75	2.75	3.40	4.70	3.80	5.70
	SH 66-39th Exp		1.15	1.30	1.50	1.80	2.10	2.75	3.95	4.70	4.75	5.70
	NW 10th		1.20	1.30	1.55	1.80	2.25	2.75	4.45	4.70	5.40	5.70
	I-40		1.25	1.30	1.60	1.80	2.30	2.75	4.50	4.70	5.45	5.70
	Pennsylvania	May		0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90
Portland			0.25	0.30	0.40	0.50	0.55	0.75	0.85	1.30	1.05	1.60
Meridian			0.25	0.30	0.40	0.50	0.55	0.75	1.15	1.30	1.35	1.60
MacArthur			0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.50	1.60
Rockwell			0.50	0.60	0.80	1.10	1.10	1.65	1.70	2.60	2.05	3.20
SH 3-NW Exp			0.65	0.80	1.05	1.25	1.40	1.75	2.50	2.90	3.05	3.55
Wilshire			0.90	1.30	1.25	1.80	1.60	2.75	3.10	4.70	3.70	5.70
SH 66-39th Exp			1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.40	5.70
NW 10th			1.20	1.30	1.60	1.80	2.25	2.75	4.20	4.70	5.10	5.70
I-40			1.25	1.30	1.65	1.80	2.30	2.75	4.45	4.70	5.45	5.70

Toll Rates Effective Prior to January 1, 2001 **John Kilpatrick Turnpike (Continued)**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
0.25	0.50	0.35	0.50	0.45	0.75	0.30	0.50	0.40	0.75	0.55	1.00	0.75	1.25	0.90	1.50
0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.30	0.80	0.40	1.05	0.60	1.55	0.40	1.05	0.50	1.30	0.70	1.80	0.90	2.35	1.10	2.85
0.40	0.80	0.55	1.05	0.80	1.55	0.55	1.05	0.70	1.30	0.95	1.80	1.25	2.35	1.50	2.85
0.50	0.80	0.65	1.05	0.95	1.55	0.65	1.05	0.80	1.30	1.10	1.80	1.45	2.35	1.75	2.85
0.55	0.90	0.75	1.15	1.10	1.70	0.75	1.15	0.90	1.45	1.25	2.00	1.70	2.60	2.00	3.15
0.60	0.90	0.85	1.15	1.25	1.70	0.85	1.15	1.00	1.45	1.40	2.00	1.90	2.60	2.25	3.15

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.25	0.80	0.35	1.05	0.45	1.55	0.30	1.05	0.40	1.30	0.55	1.80	0.75	2.35	0.90	2.85
0.30	0.80	0.40	1.05	0.60	1.55	0.40	1.05	0.50	1.30	0.70	1.80	0.90	2.35	1.10	2.85
0.40	0.80	0.50	1.05	0.75	1.55	0.50	1.05	0.60	1.30	0.85	1.80	1.15	2.35	1.35	2.85
0.45	0.90	0.60	1.15	0.90	1.70	0.60	1.15	0.70	1.45	1.00	2.00	1.40	2.60	1.60	3.15
0.50	0.90	0.70	1.15	1.05	1.70	0.70	1.15	0.80	1.45	1.15	2.00	1.60	2.60	1.85	3.15

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25
0.25	0.25	0.35	0.50	0.50	0.50	0.35	0.50	0.45	0.50	0.60	0.75	0.80	1.00	0.95	1.25

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

(Continued)

Toll Rates Effective January 1, 2001 **John Kilpatrick Turnpike (Continued)**

Begin	Vehicle Classification	End	2 axle		3 axle		4 axle		5 axle		6 axle	
			PPS	CASH								
Portland	Meridian		0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	MacArthur		0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Rockwell		0.50	0.60	0.80	1.10	1.10	1.65	1.50	2.60	1.80	3.20
	SH 3-NW Exp		0.65	0.80	1.05	1.25	1.40	1.75	1.85	2.90	2.20	3.55
	Wilshire		0.80	1.30	1.10	1.80	1.45	2.75	2.50	4.70	2.80	5.70
	SH 66-39th Exp		0.85	1.30	1.15	1.80	1.50	2.75	2.80	4.70	3.40	5.70
	NW 10th		1.00	1.30	1.30	1.80	1.80	2.75	3.40	4.70	4.10	5.70
I-40		1.05	1.30	1.40	1.80	1.95	2.75	3.65	4.70	4.45	5.70	
MacArthur	Rockwell		0.25	0.30	0.40	0.60	0.55	0.90	0.75	1.30	0.90	1.60
	SH 3-NW Exp		0.40	0.50	0.65	0.75	0.85	1.00	1.50	1.60	1.85	1.95
	Wilshire		0.70	1.00	0.85	1.30	1.25	2.00	2.30	3.40	2.60	4.10
	SH 66-39th Exp		0.85	1.00	1.10	1.30	1.50	2.00	2.75	3.40	3.40	4.10
	NW 10th		0.90	1.00	1.20	1.30	1.70	2.00	3.25	3.40	3.90	4.10
I-40		0.95	1.00	1.25	1.30	1.75	2.00	3.30	3.40	3.90	4.10	
Rockwell	SH 3-NW Exp		0.40	0.50	0.50	0.75	0.70	1.00	1.40	1.60	1.70	1.95
	Wilshire		0.65	1.00	0.75	1.30	1.10	2.00	2.15	3.40	2.30	4.10
	SH 66-39th Exp		0.75	1.00	0.95	1.30	1.35	2.00	2.55	3.40	3.05	4.10
	NW 10th		0.90	1.00	1.20	1.30	1.65	2.00	3.10	3.40	3.75	4.10
I-40		0.95	1.00	1.25	1.30	1.75	2.00	3.25	3.40	3.90	4.10	
Council	SH 3-NW Exp		0.25	0.50	0.40	0.75	0.55	1.00	0.65	1.60	0.80	1.95
	Wilshire		0.45	1.00	0.55	1.30	0.75	2.00	1.20	3.40	1.45	4.10
	SH 66-39th Exp		0.65	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	NW 10th		0.70	1.00	0.85	1.30	1.20	2.00	2.25	3.40	2.75	4.10
I-40		0.75	1.00	1.00	1.30	1.35	2.00	2.50	3.40	3.05	4.10	
SH 3-NW Exp	Wilshire		0.25	1.00	0.35	1.30	0.50	2.00	1.00	3.40	1.00	4.10
	SH 66-39th Exp		0.35	1.00	0.45	1.30	0.60	2.00	1.15	3.40	1.40	4.10
	NW 10th		0.50	1.00	0.65	1.30	0.90	2.00	1.70	3.40	2.05	4.10
	I-40		0.55	1.00	0.75	1.30	1.05	2.00	1.95	3.40	2.40	4.10
Wilshire	SH 66-39th Exp		0.25	0.50	0.30	0.85	0.40	1.25	0.75	2.20	0.90	2.70
	NW 10th		0.40	0.50	0.50	0.85	0.70	1.25	1.30	2.20	1.60	2.70
	I-40		0.45	0.50	0.65	0.85	0.85	1.25	1.60	2.20	1.95	2.70
SH 66-39th Exp	NW 10th		0.25	0.30	0.45	0.50	0.55	0.75	0.60	1.30	0.70	1.60
	I-40		0.25	0.30	0.45	0.50	0.55	0.75	0.85	1.30	1.05	1.60

Toll Rates Effective January 1, 2001 **Cherokee Turnpike**

Begin	Vehicle Classification	End	2 axle		3 axle		4 axle		5 axle		6 axle	
			PPS	CASH								
Flint Creek	SH 10-Kansas		0.25	0.25	0.45	0.50	0.60	1.00	1.10	1.50	1.30	2.00
	ALT 412-Leach		1.05	2.25	1.50	3.25	2.05	4.50	3.45	7.50	4.15	9.00
	State Hwy 82		1.80	2.25	2.50	3.25	3.45	4.50	6.05	7.50	7.25	9.00
	US 69		2.15	2.25	2.95	3.25	4.05	4.50	7.15	7.50	8.55	9.00
SH 10-Kansas	ALT 412-Leach		0.75	2.25	1.05	3.25	1.45	4.50	2.60	7.50	3.10	9.00
	State Hwy 82		1.50	2.25	1.50	3.25	2.80	4.50	4.95	7.50	5.95	9.00
	US 69		1.80	2.25	2.50	3.25	3.50	4.50	6.05	7.50	7.25	9.00
ALT 412-Leach	State Hwy 82		0.70	1.25	1.00	1.75	1.40	2.25	2.40	3.50	2.85	4.25
	US 69		1.10	1.25	1.50	1.75	2.05	2.25	3.35	3.50	4.05	4.25
State Hwy 82	US 69		0.25	0.25	0.45	0.50	0.70	1.00	1.10	1.25	1.30	1.50

Toll Rates Effective Prior to January 1, 2001 **John Kilpatrick Turnpike (Continued)**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25

*Varying interim rates were charged for sections of the roadway as they were opened to traffic.
Effective rates for the entire turnpike were established once construction was finalized.*

Toll Rates Effective Prior to January 1, 2001 **Cherokee Turnpike**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														
0.25	0.25	0.40	0.50	0.50	0.50	0.30	0.50	0.45	0.50	0.60	1.00	0.80	1.25	0.95	1.50
0.90	2.00	1.35	3.00	1.70	3.75	0.90	2.00	1.50	3.25	2.05	4.50	2.60	5.75	3.20	7.00
1.50	2.00	2.30	3.00	2.85	3.75	1.55	2.00	2.50	3.25	3.45	4.50	4.40	5.75	5.35	7.00
1.80	2.00	2.75	3.00	3.40	3.75	1.80	2.00	2.95	3.25	4.05	4.50	5.25	5.75	6.30	7.00
0.65	2.00	0.95	3.00	1.20	3.75	0.65	2.00	1.05	3.25	1.45	4.50	1.85	5.75	2.25	7.00
1.25	2.00	1.90	3.00	2.35	3.75	1.25	2.00	2.05	3.25	2.80	4.50	3.60	5.75	4.40	7.00
1.55	2.00	2.35	3.00	2.90	3.75	1.55	2.00	2.50	3.25	3.50	4.50	4.45	5.75	5.45	7.00
0.60	1.00	0.90	1.50	1.15	1.75	0.60	1.25	1.00	1.75	1.40	2.25	1.75	2.75	2.15	3.25
0.90	1.00	1.35	1.50	1.70	1.75	0.90	1.25	1.50	1.75	2.05	2.25	2.65	2.75	3.20	3.25
0.25	0.25	0.45	0.50	0.50	0.50	0.30	0.50	0.50	0.50	0.70	1.00	0.85	1.00	1.05	1.25

(Continued)

Toll Rates Effective January 1, 2001												Chickasaw Turnpike	
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle			
Begin	End	PPS	CASH										
SH 1-Roff	US 177	.45	.55	.65	.75	1.00	1.25	1.65	2.25	1.75	2.25		
	State Hwy 7	.50	.55	.70	.75	1.15	1.25	2.15	2.25	2.15	2.25		

Toll Rates Effective January 1, 2001												Creek Turnpike	
Vehicle Classification		2 axle		3 axle		4 axle		5 axle		6 axle			
Begin	End	PPS	CASH										
412-Admiral	11th	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60		
	31st	0.25	0.30	0.45	0.50	0.60	0.75	0.90	1.30	1.25	1.60		
	51st-Omaha	0.55	0.75	0.65	1.05	0.90	1.30	1.40	2.25	1.90	3.00		
	71st-Kenosha	0.65	0.75	0.85	1.05	1.10	1.30	1.90	2.25	2.55	3.00		
	Muskogee Turnpike	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00		
	State Hwy 51	0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60		
	101st-New Orleans	0.95	1.05	1.45	1.55	1.95	2.05	3.40	3.55	4.35	4.60		
	193rd-County Line Rd	1.05	1.15	1.60	1.70	2.10	2.20	3.60	3.80	4.70	4.95		
	161st-Elm	1.15	1.25	1.75	1.85	2.20	2.30	3.90	4.10	5.05	5.30		
	129th-Olive	1.25	1.35	1.90	2.00	2.30	2.45	4.15	4.35	5.35	5.65		
	Mingo-US 64	1.40	1.50	2.00	2.10	2.50	2.60	4.30	4.50	5.70	6.00		
	Yale	1.65	1.80	2.40	2.60	3.05	3.35	5.55	5.80	7.25	7.60		
	Riverside Pkwy	1.65	1.80	2.45	2.60	3.05	3.35	5.55	5.80	7.25	7.60		
	Peoria-Elm	1.95	2.10	2.65	3.10	3.30	3.85	6.15	6.45	7.85	8.25		
	US 75	2.00	2.15	2.95	3.15	3.65	3.90	6.20	6.50	7.90	8.30		
	S 49th West Ave	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90		
	State Hwy 66	2.30	2.45	3.45	3.65	4.45	4.65	7.45	7.80	9.40	9.90		
11th	31st	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60		
	51st-Omaha	0.50	0.75	0.70	1.05	0.75	1.30	1.15	2.25	1.60	3.00		
	71st-Kenosha	0.55	0.75	0.80	1.05	0.95	1.30	1.65	2.25	2.25	3.00		
	Muskogee Turnpike	0.60	0.75	0.90	1.05	1.10	1.30	1.90	2.25	2.55	3.00		
	State Hwy 51	0.85	1.05	1.15	1.55	1.35	2.05	2.30	3.55	3.00	4.60		
	101st-New Orleans	0.85	1.05	1.35	1.55	1.80	2.05	3.15	3.55	4.05	4.60		
	193rd-County Line Rd	0.95	1.15	1.50	1.70	1.95	2.20	3.35	3.80	4.40	4.95		
	161st-Elm	1.05	1.25	1.65	1.85	2.05	2.30	3.65	4.10	4.75	5.30		
	129th-Olive	1.15	1.35	1.80	2.00	2.15	2.45	3.90	4.35	5.05	5.65		
	Mingo-US 64	1.30	1.50	1.90	2.10	2.35	2.60	4.05	4.50	5.40	6.00		
	Yale	1.55	1.80	2.30	2.60	2.90	3.35	5.30	5.80	6.95	7.60		
	Riverside Pkwy	1.55	1.80	2.35	2.60	2.90	3.35	5.30	5.80	6.95	7.60		
	Peoria-Elm	1.85	2.10	2.55	3.10	3.15	3.85	5.90	6.45	7.55	8.25		
	US 75	1.90	2.15	2.85	3.15	3.50	3.90	5.95	6.50	7.60	8.30		
	S 49th West Ave	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90		
	State Hwy 66	2.20	2.45	3.35	3.65	4.30	4.65	7.20	7.80	9.10	9.90		



Toll Rates Effective Prior to January 1, 2001														Chickasaw Turnpike	
Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.40	0.50	0.65	0.75	0.80	1.00	0.40	0.50	0.65	0.75	1.00	1.25	1.40	1.75	1.40	1.75
0.45	0.50	0.70	0.75	0.85	1.00	0.45	0.50	0.70	0.75	1.15	1.25	1.60	1.75	1.60	1.75

Toll Rates Effective Prior to January 1, 2001														Creek Turnpike	
Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH

Locations not open to traffic prior to January 1, 2001

(Continued)



Toll Rates Effective January 1, 2001 **Creek Turnpike (Continued)**

Begin	Vehicle Classification End	2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
31st-51st	Omaha	0.25	0.75	0.40	1.05	0.45	1.30	0.75	2.25	0.80	3.00
	71st-Kenosha	0.45	0.75	0.60	1.05	0.70	1.30	1.15	2.25	1.60	3.00
	Muskogee Turnpike	0.50	0.75	0.80	1.05	1.00	1.30	1.40	2.25	2.20	3.00
	State Hwy 51	0.75	1.05	1.05	1.55	1.25	2.05	1.80	3.55	2.65	4.60
	101st-New Orleans	0.75	1.05	1.25	1.55	1.70	2.05	2.65	3.55	3.70	4.60
	193rd-County Line Rd	0.85	1.15	1.40	1.70	1.85	2.20	2.85	3.80	4.05	4.95
	161st-Elm	0.95	1.25	1.55	1.85	1.95	2.30	3.15	4.10	4.40	5.30
	129th-Olive	1.05	1.35	1.70	2.00	2.05	2.45	3.40	4.35	4.70	5.65
	Mingo-US 64	1.20	1.50	1.80	2.10	2.25	2.60	3.55	4.50	5.05	6.00
	Yale	1.45	1.80	2.20	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Riverside Pkwy	1.45	1.80	2.25	2.60	2.80	3.35	4.80	5.80	6.60	7.60
	Peoria-Elm	1.75	2.10	2.45	3.10	3.05	3.85	5.40	6.45	7.20	8.25
	US 75	1.80	2.15	2.75	3.15	3.40	3.90	5.45	6.50	7.25	8.30
	S 49th West Ave	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
	State Hwy 66	2.10	2.45	3.25	3.65	4.20	4.65	6.70	7.80	8.75	9.90
51st-Omaha	71st-Kenosha	0.25	0.30	0.40	0.50	0.50	0.75	0.75	1.30	0.80	1.60
	Muskogee Turnpike	0.25	0.30	0.45	0.50	0.70	0.75	1.00	1.30	1.30	1.60
	State Hwy 51	0.50	0.60	0.70	1.00	0.95	1.50	1.40	2.60	1.75	3.20
	101st-New Orleans	0.50	0.60	0.90	1.00	1.40	1.50	2.25	2.60	2.80	3.20
	193rd-County Line Rd	0.60	0.70	1.05	1.15	1.55	1.65	2.45	2.85	3.15	3.55
	161st-Elm	0.70	0.80	1.20	1.30	1.65	1.75	2.75	3.15	3.50	3.90
	129th-Olive	0.80	0.90	1.35	1.45	1.75	1.90	3.00	3.40	3.80	4.25
	Mingo-US 64	0.95	1.05	1.45	1.55	1.95	2.05	3.15	3.55	4.15	4.60
	Yale	1.20	1.35	1.85	2.05	2.50	2.80	4.40	4.85	5.70	6.20
	Riverside Pkwy	1.20	1.35	1.90	2.05	2.50	2.80	4.40	4.85	5.70	6.20
	Peoria-Elm	1.50	1.65	2.10	2.55	2.75	3.30	5.00	5.50	6.30	6.85
	US 75	1.55	1.70	2.40	2.60	3.10	3.35	5.05	5.55	6.35	6.90
	S 49th West Ave	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50
	State Hwy 66	1.85	2.00	2.90	3.10	3.90	4.10	6.30	6.85	7.85	8.50
	71st-Kenosha	Muskogee Turnpike	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45
State Hwy 51		0.50	0.60	0.50	1.00	0.50	1.50	0.80	2.60	0.90	3.20
101st-New Orleans		0.50	0.60	0.70	1.00	0.95	1.50	1.65	2.60	1.95	3.20
193rd-County Line Rd		0.60	0.70	0.85	1.15	1.10	1.65	1.85	2.85	2.30	3.55
161st-Elm		0.70	0.80	1.00	1.30	1.20	1.75	2.15	3.15	2.65	3.90
129th-Olive		0.80	0.90	1.15	1.45	1.30	1.90	2.40	3.40	2.95	4.25
Mingo-US 64		0.95	1.05	1.25	1.55	1.50	2.05	2.55	3.55	3.30	4.60
Yale		1.20	1.35	1.65	2.05	2.05	2.80	3.80	4.85	4.85	6.20
Riverside Pkwy		1.20	1.35	1.70	2.05	2.05	2.80	3.80	4.85	4.85	6.20
Peoria-Elm		1.50	1.65	1.90	2.55	2.30	3.30	4.40	5.50	5.45	6.85
US 75		1.55	1.70	2.20	2.60	2.65	3.35	4.45	5.55	5.50	6.90
S 49th West Ave		1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50
State Hwy 66		1.85	2.00	2.70	3.10	3.45	4.10	5.70	6.85	7.00	8.50

Toll Rates Effective Prior to January 1, 2001

Creek Turnpike (Continued)

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001 **Creek Turnpike (Continued)**

Begin	Vehicle Classification End	2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH								
Muskogee Turnpike	State Hwy 51	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60
	101st-New Orleans	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
	193rd-County Line Rd	0.35	0.40	0.60	0.65	0.85	0.90	1.45	1.55	1.85	1.95
	161st-Elm	0.45	0.50	0.75	0.80	0.95	1.00	1.75	1.85	2.20	2.30
	129th-Olive	0.55	0.60	0.90	0.95	1.05	1.15	2.00	2.10	2.50	2.65
	Mingo-US 64	0.70	0.75	1.00	1.05	1.25	1.30	2.15	2.25	2.85	3.00
	Yale	0.95	1.05	1.40	1.55	1.80	2.05	3.40	3.55	4.40	4.60
	Riverside Pkwy	0.95	1.05	1.45	1.55	1.80	2.05	3.40	3.55	4.40	4.60
	Peoria-Elm	1.25	1.35	1.65	2.05	2.05	2.55	4.00	4.20	5.00	5.25
	US 75	1.30	1.40	1.95	2.10	2.40	2.60	4.05	4.25	5.05	5.30
S 49th West Ave	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90	
State Hwy 66	1.60	1.70	2.45	2.60	3.20	3.35	5.30	5.55	6.55	6.90	
101st-New Orleans	193rd-County Line Rd	0.30	0.40	0.50	0.65	0.75	0.90	1.30	1.55	1.65	1.95
	161st-Elm	0.40	0.50	0.65	0.80	0.85	1.00	1.60	1.85	1.95	2.30
	129th-Olive	0.50	0.60	0.80	0.95	0.95	1.15	1.85	2.10	2.25	2.65
	Mingo-US 64	0.65	0.75	0.95	1.05	1.15	1.30	2.05	2.25	2.50	3.00
	Yale	0.90	1.05	1.35	1.55	1.70	2.05	3.30	3.55	4.05	4.60
	Riverside Pkwy	1.15	1.35	1.80	2.05	2.25	2.80	4.55	4.85	5.60	6.20
	Peoria-Elm	1.20	1.35	1.60	2.05	1.95	2.55	3.90	4.20	4.65	5.25
	US 75	1.25	1.40	1.90	2.10	2.30	2.60	3.95	4.25	4.70	5.30
	S 49th West Ave	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90
State Hwy 66	1.55	1.70	2.40	2.60	3.10	3.35	5.20	5.55	6.20	6.90	
193rd-County Line Rd	161st-Elm	0.30	0.50	0.50	0.80	0.70	1.00	1.45	1.85	1.80	2.30
	129th-Olive	0.40	0.60	0.65	0.95	0.80	1.15	1.70	2.10	2.00	2.65
	Mingo-US 64	0.60	0.75	0.90	1.05	1.05	1.30	1.95	2.25	2.10	3.00
	Yale	0.85	1.05	1.30	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Riverside Pkwy	0.85	1.05	1.35	1.55	1.60	2.05	3.20	3.55	3.65	4.60
	Peoria-Elm	1.15	1.35	1.55	2.05	1.85	2.55	3.80	4.20	4.25	5.25
	US 75	1.20	1.40	1.85	2.10	2.20	2.60	3.85	4.25	4.30	5.30
	S 49th West Ave	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
	State Hwy 66	1.50	1.70	2.35	2.60	3.00	3.35	5.10	5.55	5.80	6.90
161st-Elm	129th-Olive	0.25	0.60	0.50	0.95	0.75	1.15	1.45	2.10	1.65	2.65
	Mingo-US 64	0.50	0.75	0.75	1.05	0.90	1.30	1.55	2.25	1.70	3.00
	Yale	0.75	1.05	1.45	1.55	1.95	2.05	3.35	3.55	4.35	4.60
	Riverside Pkwy	0.75	1.05	1.20	1.55	1.45	2.05	2.80	3.55	3.25	4.60
	Peoria-Elm	1.05	1.35	1.40	2.05	1.70	2.55	3.40	4.20	3.85	5.25
	US 75	1.10	1.40	1.70	2.10	2.05	2.60	3.45	4.25	3.90	5.30
	S 49th West Ave	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
	State Hwy 66	1.40	1.70	2.20	2.60	2.85	3.35	4.70	5.55	5.40	6.90
129th-Olive	Mingo-US 64	0.40	0.75	0.60	1.05	0.75	1.30	1.15	2.25	1.30	3.00
	Yale	0.65	1.05	1.00	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Riverside Pkwy	0.65	1.05	1.05	1.55	1.30	2.05	2.40	3.55	2.85	4.60
	Peoria-Elm	0.95	1.35	1.25	2.05	1.55	2.55	3.00	4.20	3.45	5.25
	US 75	1.00	1.40	1.55	2.10	1.90	2.60	3.05	4.25	3.50	5.30
	S 49th West Ave	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90
State Hwy 66	1.30	1.70	2.05	2.60	2.70	3.35	4.30	5.55	5.00	6.90	

Toll Rates Effective Prior to January 1, 2001 **Creek Turnpike (Continued)**

Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH														

Locations not open to traffic prior to January 1, 2001

(Continued)

Toll Rates Effective January 1, 2001		Creek Turnpike (Continued)									
Begin	Vehicle Classification End	2 axle		3 axle		4 axle		5 axle		6 axle	
		PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
Mingo-US-64	Yale	0.25	0.30	0.40	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Riverside Pkwy	0.25	0.30	0.45	0.50	0.55	0.75	1.25	1.30	1.55	1.60
	Peoria-Elm	0.55	0.60	0.65	1.00	0.80	1.25	1.85	1.95	2.15	2.25
	US 75	0.60	0.65	0.95	1.05	1.15	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
	State Hwy 66	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Yale	Riverside Pkwy	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	Peoria-Elm	0.35	0.60	0.40	1.00	0.55	1.25	1.15	1.95	1.30	2.25
	US 75	0.60	0.65	0.70	1.05	0.85	1.30	1.90	2.00	2.20	2.30
	S 49th West Ave	0.90	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
	State Hwy 66	0.90	0.95	1.45	1.55	1.95	2.05	3.15	3.30	3.70	3.90
Riverside Pkwy	Peoria-Elm	0.25	0.60	0.40	1.00	0.55	1.25	0.75	1.95	0.90	2.25
	US 75	0.35	0.65	0.45	1.05	0.55	1.30	1.15	2.00	1.30	2.30
	S 49th West Ave	0.65	0.95	1.00	1.55	1.25	2.05	1.90	3.30	2.20	3.90
	State Hwy 66	0.85	0.95	1.40	1.55	1.75	2.05	2.65	3.30	3.05	3.90
Peoria-Elm	US 75	0.25	0.65	0.40	1.05	0.55	1.30	0.75	2.00	0.90	2.30
	S 49th West Ave	0.50	0.95	0.80	1.55	1.00	2.05	1.55	3.30	1.75	3.90
	State Hwy 66	0.75	0.95	1.20	1.55	1.50	2.05	2.30	3.30	2.65	3.90
US 75	S 49th West Ave	0.25	0.30	0.40	0.50	0.55	0.75	0.75	1.30	0.90	1.60
	State Hwy 66	0.25	0.30	0.45	0.50	0.70	0.75	1.25	1.30	1.50	1.60
Hickory Hill	State Hwy 66	0.25	0.30	0.25	0.50	0.25	0.75	0.40	1.30	0.45	1.60

**Schedule 7
Oklahoma Turnpike Authority
Concessions Revenue by Turnpike,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Turnpike:				
Turner Turnpike	\$ 362,132	\$ 367,269	\$ 431,204	\$ 420,980
Will Rogers Turnpike	93,804	135,911	180,512	176,574
H.E. Bailey Turnpike	290,562	278,699	263,131	261,879
Indian Nation Turnpike	268,428	253,680	235,172	232,710
Muskogee Turnpike	174,732	167,149	164,116	160,552
Cimarron Turnpike	104,969	126,134	154,636	148,175
Cherokee Turnpike	63,862	62,001	67,127	66,240
Totals	\$ 1,358,489	\$ 1,390,843	\$ 1,495,898	\$ 1,467,110

Toll Rates Effective Prior to January 1, 2001												Creek Turnpike (Continued)			
Class 1		Class 2		Class 3		Class 4		Class 5		Class 6		Class 7		Class 8	
PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH	PPS	CASH
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.45	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.35	0.50	0.50	0.75	0.65	1.00	0.35	0.50	0.65	1.00	0.80	1.25	0.95	1.50	1.10	1.75
0.50	0.55	0.75	0.80	0.95	1.05	0.50	0.55	0.95	1.05	1.15	1.30	1.40	1.55	1.60	1.80
<i>Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.</i>															
0.25	0.25	0.35	0.50	0.45	0.50	0.30	0.50	0.40	0.50	0.55	0.75	0.75	1.00	0.90	1.25
0.25	0.50	0.35	0.75	0.45	1.00	0.30	0.50	0.40	1.00	0.55	1.25	0.75	1.50	0.90	1.75
0.35	0.55	0.45	0.80	0.70	1.05	0.35	0.55	0.70	1.05	0.85	1.30	1.05	1.55	1.20	1.80
<i>Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.</i>															
0.25	0.50	0.35	0.75	0.45	1.00	0.30	0.50	0.40	1.00	0.55	1.25	0.75	1.50	0.90	1.75
0.25	0.55	0.35	0.80	0.45	1.05	0.30	0.55	0.45	1.05	0.55	1.30	0.75	1.55	0.90	1.80
<i>Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.</i>															
0.25	0.55	0.35	0.80	0.45	1.05	0.30	0.55	0.40	1.05	0.55	1.30	0.75	1.55	0.90	1.80
<i>Varying interim rates were charged for sections of the roadway as they were opened to traffic. Effective rates for the entire turnpike were established once construction was finalized.</i>															

	2004	2003	2002	2001	2000	1999
\$	409,404	\$ 382,609	\$ 337,726	\$ 335,927	\$ 338,804	\$ 349,569
	168,435	158,411	148,717	138,063	148,095	179,358
	242,223	218,755	209,846	210,324	202,074	206,477
	218,189	198,041	194,795	187,847	183,216	180,283
	155,265	145,205	142,623	144,484	137,511	139,308
	147,431	145,379	143,012	140,165	140,950	138,680
	65,976	62,423	62,974	67,279	60,000	60,000
\$	1,406,923	\$ 1,310,823	\$ 1,239,693	\$ 1,224,089	\$ 1,210,650	\$ 1,253,675

**Schedule 8
Oklahoma Turnpike Authority
Ratios of Outstanding Debt,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Revenue bonds outstanding	\$ 1,092,729,329	\$ 1,129,730,875	\$ 1,167,341,402	\$ 1,193,784,004
Total toll transactions	146,010,438	141,492,663	135,082,444	131,085,217
Debt per transaction	\$ <u>7.48</u>	\$ <u>7.98</u>	\$ <u>8.64</u>	\$ <u>9.11</u>

**Schedule 9
Oklahoma Turnpike Authority
Pledged-Revenue Coverage,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Gross revenues (1)	\$ 205,872,300	\$ 209,409,659	\$ 208,480,080	\$ 205,857,574
Operating expenses (2)	<u>75,319,513</u>	<u>70,196,578</u>	<u>64,818,702</u>	<u>59,882,569</u>
Net revenues available for debt service	\$ 130,552,787	\$ 139,213,081	\$ 143,661,378	\$ 145,975,005
Debt service:				
Principal	\$ 42,320,000	\$ 38,780,000	\$ 36,870,000	\$ 27,845,000
Interest (3)	<u>53,584,873</u>	<u>50,966,482</u>	<u>53,741,816</u>	<u>61,430,764</u>
Total current debt service	\$ 95,904,873	\$ 89,746,482	\$ 90,611,816	\$ 89,275,764
Debt service coverage (4)	<u>1.36</u>	<u>1.55</u>	<u>1.59</u>	<u>1.64</u>

(1) Includes total operating revenues and interest earnings from investments

(2) Total operating expenses excluding depreciation

(3) Net of amounts provided from Interest During Construction Account and from Turnpike Trust Fund

(4) Debt Service Coverage equals Net Revenues Available for Debt Service divided by Total Current Debt Service

2004	2003	2002	2001	2000	1999
\$ 1,217,604,358	\$ 1,240,216,717	\$ 1,244,617,061	\$ 1,262,813,304	\$ 1,260,971,485	\$ 1,284,996,904
124,479,570	118,365,675	111,363,308	98,530,645	86,746,217	84,235,805
<u>\$ 9.78</u>	<u>\$ 10.48</u>	<u>\$ 11.18</u>	<u>\$ 12.82</u>	<u>\$ 14.54</u>	<u>\$ 15.25</u>

2004	2003	2002	2001	2000	1999
\$ 199,296,081	\$ 193,079,741	\$ 189,829,974	\$ 176,323,546	\$ 146,309,226	\$ 143,546,433
53,339,893	52,440,889	48,796,505	45,868,089	40,865,107	40,931,741
<u>\$ 145,956,188</u>	<u>\$ 140,638,852</u>	<u>\$ 141,033,469</u>	<u>\$ 130,455,457</u>	<u>\$ 105,444,119</u>	<u>\$ 102,614,692</u>
\$ 27,125,000	\$ 26,010,000	\$ 10,155,000	\$ 14,790,000	\$ 14,015,000	\$ 13,295,000
62,390,894	63,936,897	61,910,066	44,956,171	36,686,060	37,452,319
<u>\$ 89,515,894</u>	<u>\$ 89,946,897</u>	<u>\$ 72,065,066</u>	<u>\$ 59,746,171</u>	<u>\$ 50,701,060</u>	<u>\$ 50,747,319</u>
<u>1.63</u>	<u>1.56</u>	<u>1.96</u>	<u>2.18</u>	<u>2.08</u>	<u>2.02</u>

**Schedule 10
Oklahoma Turnpike Authority
Demographic and Economic Statistics,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Population:				
Oklahoma (thousands)	3,642	3,608	3,568	3,530
U.S. (thousands)	304,060	301,290	298,363	295,561
Per capita income:				
Oklahoma	\$ *	\$ 34,710	\$ 32,664	\$ 30,189
U.S.	34,958	33,706	32,263	30,611
Total personal income:				
Oklahoma (thousands)	*	126,280	116,858	106,745
U.S.(millions)	12,107	11,663	10,994	10,270
Gross product:				
Oklahoma (thousands)	*	139,323	130,094	120,753
U.S. (millions)	14,265	13,808	13,178	12,422
Total labor force:				
Oklahoma (thousands)	1,767	1,737	1,731	1,709
U.S. (thousands)	154,287	153,124	151,428	149,320
% rate of unemployment:				
Oklahoma	4.6%	3.6%	4.2%	4.3%
U.S.	5.8%	4.6%	4.6%	5.1%
Motor vehicle registration:				
Oklahoma passenger vehicles (thousands)	2,861	2,801	2,781	2,735
Oklahoma total vehicles (thousands)	3,886	3,786	3,815	3,756

Sources: Web sites of the U.S. Department of Commerce, U.S. Census Bureau, U.S. Department of Labor, and Oklahoma Tax Commission

Note: Motor vehicle registration figures are as of June 30 of the indicated year; Population figures are as of July 1 of the indicated year.

**Schedule 11
Oklahoma Turnpike Authority
Full-Time Employees,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Administration	86	77	77	76
Toll Operations	239	244	247	269
Turnpike Maintenance	173	166	162	161
Highway Patrol (troopers assigned to OTA)	123	122	116	125
PIKEPASS Operations	61	62	55	59
Total	682	671	657	690

	2004	2003	2002	2001	2000	1999
	3,512	3,496	3,483	3,463	3,454	3,358
	292,892	290,211	287,727	285,040	282,172	272,691
\$	28,444	\$ 26,457	\$ 25,872	\$ 26,022	\$ 24,406	\$ 22,567
	29,592	28,076	27,183	26,243	25,473	23,968
	100,024	92,599	90,178	90,161	84,310	77,565
	9,727	9,164	8,882	8,724	8,430	7,802
	111,511	103,452	97,170	94,329	89,757	83,220
	11,686	10,961	10,470	10,128	9,817	9,268
	1,691	1,694	1,688	1,689	1,662	1,655
	147,401	146,510	144,863	143,734	142,583	139,368
	4.6%	5.5%	5.3%	4.6%	2.9%	3.3%
	5.5%	6.0%	5.8%	4.7%	4.0%	4.2%
	2,728	2,651	2,623	2,755	2,474	2,423
	3,894	3,476	3,638	3,868	3,587	3,480

	2004	2003	2002	2001	2000	1999
	73	72	72	72	76	78
	269	264	247	246	231	231
	152	151	147	141	137	138
	126	122	134	117	107	103
	50	46	44	33	24	27
	670	655	644	609	575	577

Schedule 12
Oklahoma Turnpike Authority
Operating Indicators,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Concessions:				
Concessionaire restaurant sales (\$)	18,918,023	18,895,683	18,903,882	18,413,879
Concessionaire service station non-fuel sales	10,480,117	10,285,005	9,959,747	9,736,062
Concessionaire gasoline sales (gallons)	15,055,657	16,249,063	16,854,353	17,854,748
Concessionaire diesel sales (gallons)	11,426,130	11,992,228	11,959,881	11,948,827
Concessionaire rent paid to OTA (\$)	1,358,489	1,390,843	1,495,898	1,467,110
Highway Patrol:				
Total citations	27,281	26,577	33,136	34,667
Total warnings	98,047	84,286	95,871	97,733
Motorist assists	10,290	10,678	14,704	26,127
Accidents	1,103	1,299	1,259	1,163
Accidents per 100 million miles	35.23	41.93	38.37	39.89
Fatalities	25	18	33	27
Fatalities per 100 million miles	0.80	0.58	1.09	0.93
PIKEPASS:				
Total active PIKEPASS accounts	491,374	457,681	424,731	395,647
Total active PIKEPASS tags	905,220	848,067	780,787	715,696
Total calls received	576,992	588,421	529,318	491,076
Turnpike maintenance:				
Joint and crack sealing (linear feet)	2,714,427	2,220,730	1,925,917	2,229,045
Fence Repair/Replacement (linear feet)	202,008	212,636	238,653	97,233
Vegetation management (acres)	39,578	31,109	39,964	47,290
Snow removal operations (lane miles)	45,040	122,576	76,433	28,174
Turnpike operations:				
Average toll collected (\$): (<i>toll revenues / transactions</i>)				
Passenger	0.87	0.89	0.91	0.93
Commercial	5.93	6.07	6.30	6.30
Average trip length (miles): (<i>mileage / transactions</i>)				
Passenger	19.2	19.6	20.0	19.8
Commercial	42.8	43.7	45.0	44.4
Average toll/mile (¢) (<i>toll revenues / mileage</i>)				
Passenger	4.5	4.6	4.6	4.7
Commercial	13.8	13.9	14.0	14.2

Source: Various OTA Divisions

2004	2003	2002	2001	2000	1999
17,411,933	15,663,633	14,697,986	14,528,060	14,703,472	15,440,087
9,528,683	9,508,919	9,424,690	8,921,582	8,623,822	8,561,309
18,957,491	17,529,381	17,130,747	15,820,236	15,739,882	17,771,862
11,475,710	11,060,143	10,633,282	10,370,704	9,880,102	9,992,168
1,406,923	1,310,823	1,239,693	1,224,089	1,210,650	1,253,675
34,682	40,679	40,361	33,334	34,617	34,298
98,749	104,153	100,750	89,541	81,083	78,491
25,659	24,656	25,469	28,015	29,098	29,455
1,197	1,098	1,206	1,201	1,279	1,146
41.39	40.16	47.64	49.21	53.88	48.8
32	27	27	18	25	24
1.11	0.99	1.07	0.74	1.05	1.02
367,240	355,937	328,846	294,150	260,780	245,036
650,529	641,475	582,742	520,593	467,188	439,959
500,286	432,447	404,205	318,805	250,624	247,065
1,527,430	1,714,268	1,382,396	1,429,156	1,323,219	1,702,312
62,257	77,518	70,376	82,740	92,466	1,140
36,039	32,309	41,928	34,301	40,362	36,826
26,648	113,370	115,027	67,293	183,843	36,854
0.96	0.98	1.01	1.05	0.97	0.99
6.33	6.41	6.59	6.73	5.10	5.08
20.9	20.8	20.2	20.9	23.4	24.6
44.6	43.8	44.7	46.8	48.0	47.8
4.6	4.7	5.0	5.0	4.1	4.0
14.2	14.6	15.0	14.4	10.6	10.6

Schedule 13
Oklahoma Turnpike Authority
Capital Asset Statistics,
Ten Years Ended December 31, 1999-2008

	2008	2007	2006	2005
Turnpikes under operation (total length in miles)	604.9	604.9	604.9	604.9
Turner (opened 1953)	86.0	86.0	86.0	86.0
Will Rogers (opened 1957)	88.5	88.5	88.5	88.5
H.E. Bailey (opened 1964, 1987 and 2001)	94.6	94.6	94.6	94.6
Indian Nation (opened 1966 and 1970)	105.2	105.2	105.2	105.2
Muskogee (opened 1969)	53.1	53.1	53.1	53.1
Cimarron (opened 1975)	67.7	67.7	67.7	67.7
John Kilpatrick (opened 1991, 2000 and 2001)	25.3	25.3	25.3	25.3
Cherokee (opened 1991)	32.8	32.8	32.8	32.8
Chickasaw (opened 1991)	17.3	17.3	17.3	17.3
Creek (opened 1992, 2000, 2001 and 2002)	34.4	34.4	34.4	34.4
Lane miles:	2,388.6	2,388.6	2,388.6	2,388.6
Right-of-Way area: (acres)	32,992.2	32,992.2	32,992.2	33,003.0
Facilities:	267	263	266	244
Interchanges	84	84	84	84
Service areas	11	11	14	14
Maintenance buildings	169	165	165	143
Administration building	1	1	1	1
PIKEPASS customer service centers/stores	2	2	2	2
Total number of crossings over/under turnpikes:	789	789	789	789
Other highways or interchange ramps	499	499	499	499
Railroads	29	29	29	29
Rivers and streams	261	261	261	261

Note: During 1999, the untolled portion of the Chickasaw Turnpike was included in total turnpike length. Beginning in 2000, only the tolled portion was included.

2004	2003	2002	2001	2000	1999
604.9	604.9	604.9	590.1	574.7	565.9
86.0	86.0	86.0	86.0	86.0	86.0
88.5	88.5	88.5	88.5	88.5	88.5
94.6	94.6	94.6	94.6	86.4	86.4
105.2	105.2	105.2	105.2	105.2	105.2
53.1	53.1	53.1	53.1	53.1	53.1
67.7	67.7	67.7	67.7	67.7	67.7
25.3	25.3	25.3	25.3	25.3	11.5
32.8	32.8	32.8	32.8	32.8	32.8
17.3	17.3	17.3	17.3	17.3	27.1
34.4	34.4	34.4	19.6	12.4	7.6
2,388.6	2,388.6	2,388.6	2,325.8	2,264.2	2,220.72
33,028.0	33,174.9	33,174.9	33,174.9	29,098.6	29,098.6
233	226	232	229	220	201
84	84	84	84	76	61
14	14	14	14	14	14
132	125	131	128	127	123
1	1	1	1	1	1
2	2	2	2	2	2
789	789	789	554	528	503
499	499	499	400	382	365
29	29	29	29	28	26
261	261	261	125	118	112

**Schedule 14
Oklahoma Turnpike Authority
Mileage by Type and Turnpike,
Ten Years Ended December 31, 1999-2008**

	2008	2007	2006	2005
Turner Turnpike				
Passenger	659,559,891	651,869,292	645,511,741	555,822,473
Commercial	183,796,344	187,723,686	190,537,941	178,663,299
Total	843,356,235	839,592,978	836,049,682	734,485,772
Will Rogers Turnpike				
Passenger	501,391,355	489,493,092	480,708,268	482,706,303
Commercial	220,660,148	229,397,234	230,203,360	224,364,592
Total	722,051,503	718,890,326	710,911,628	707,070,895
H.E. Bailey Turnpike				
Passenger	321,306,631	319,923,078	314,987,297	306,632,515
Commercial	41,420,823	40,596,209	39,425,930	38,380,089
Total	362,727,454	360,519,287	354,413,227	345,012,604
Indian Nation Turnpike				
Passenger	157,451,430	154,364,750	149,815,868	150,123,861
Commercial	44,480,607	44,220,160	44,222,295	41,530,457
Total	201,932,037	198,584,910	194,038,163	191,654,318
Muskogee Turnpike				
Passenger	225,710,734	224,247,987	218,564,717	225,425,071
Commercial	31,345,852	31,064,038	30,615,630	30,109,602
Total	257,056,586	255,312,025	249,180,347	255,534,673
Cimarron Turnpike				
Passenger	122,092,169	120,705,345	121,062,348	121,199,914
Commercial	27,125,858	27,054,507	27,403,627	26,630,190
Total	149,218,027	147,759,852	148,465,975	147,830,104
John Kilpatrick Turnpike				
Passenger	237,203,113	227,524,361	212,428,064	211,646,433
Commercial	10,889,670	10,967,482	9,681,977	9,105,524
Total	248,092,783	238,491,843	222,110,041	220,751,957
Cherokee Turnpike				
Passenger	72,521,739	73,019,927	73,140,873	72,806,858
Commercial	12,733,089	13,445,445	14,233,004	14,668,566
Total	85,254,828	86,465,372	87,373,877	87,475,424
Chickasaw Turnpike				
Passenger	12,548,864	11,845,147	5,182,936	11,331,026
Commercial	2,578,573	2,300,675	587,539	1,455,197
Total	15,127,437	14,145,822	5,770,475	12,786,223
Creek Turnpike				
Passenger	236,388,498	228,252,703	214,013,965	203,709,095
Commercial	10,578,013	10,151,871	9,461,661	9,210,080
Total	246,966,511	238,404,574	223,475,626	212,919,175
Totals				
Passenger	2,546,174,424	2,501,245,682	2,435,416,077	2,341,403,549
Commercial	585,608,977	596,921,307	596,372,964	574,117,596
Total Miles	3,131,783,401	3,098,166,989	3,031,789,041	2,915,521,145

Note: The Chickasaw Turnpike was closed to traffic from March 7, 2006 through September 21, 2006 for major pavement rehabilitation.

2004	2003	2002	2001	2000	1999
575,182,332	531,851,917	496,426,128	506,873,716	540,054,899	543,658,460
169,754,455	161,649,040	196,480,057	163,601,525	187,447,105	181,572,092
<u>744,936,787</u>	<u>693,500,957</u>	<u>692,906,185</u>	<u>670,475,241</u>	<u>727,502,004</u>	<u>725,230,552</u>
487,405,789	480,446,106	407,247,878	405,285,880	385,046,345	393,677,831
213,941,868	193,785,717	164,571,471	198,210,228	215,254,948	209,995,226
<u>701,347,657</u>	<u>674,231,823</u>	<u>571,819,349</u>	<u>603,496,108</u>	<u>600,301,293</u>	<u>603,673,057</u>
307,123,407	298,073,566	279,216,530	268,973,131	254,534,205	253,588,918
37,077,281	36,607,531	36,335,281	36,636,942	39,309,575	38,348,365
<u>344,200,688</u>	<u>334,681,097</u>	<u>315,551,811</u>	<u>305,610,073</u>	<u>293,843,780</u>	<u>291,937,283</u>
152,766,679	155,135,149	150,535,233	142,006,423	135,575,032	139,851,695
39,895,744	37,978,206	40,476,886	38,677,640	40,211,856	40,862,976
<u>192,662,423</u>	<u>193,113,355</u>	<u>191,012,119</u>	<u>180,684,063</u>	<u>175,786,888</u>	<u>180,714,671</u>
226,095,366	207,948,757	193,402,967	189,765,729	176,930,158	167,664,098
29,348,430	28,704,685	28,348,065	29,712,291	32,117,580	30,208,864
<u>255,443,796</u>	<u>236,653,442</u>	<u>221,751,032</u>	<u>219,478,020</u>	<u>209,047,738</u>	<u>197,872,962</u>
121,881,482	116,068,725	113,436,821	110,408,509	109,192,646	109,658,266
25,794,345	23,766,631	22,739,810	22,446,984	23,912,739	24,257,633
<u>147,675,827</u>	<u>139,835,356</u>	<u>136,176,631</u>	<u>132,855,493</u>	<u>133,105,385</u>	<u>133,915,899</u>
195,789,240	179,869,125	165,285,639	43,490,443	38,108,612	59,511,530
8,025,233	6,216,758	3,346,313	918,305	1,485,154	1,554,013
<u>203,814,473</u>	<u>186,085,883</u>	<u>168,631,952</u>	<u>44,408,748</u>	<u>39,593,766</u>	<u>61,065,543</u>
72,402,224	70,478,132	66,457,935	70,454,334	64,296,373	65,339,496
14,361,534	13,477,526	13,149,558	11,764,888	13,050,639	13,169,091
<u>86,763,758</u>	<u>83,955,658</u>	<u>79,607,493</u>	<u>82,219,222</u>	<u>77,347,012</u>	<u>78,508,587</u>
10,591,372	9,242,452	9,925,647	8,575,020	9,147,723	8,892,870
1,520,892	1,059,753	644,369	555,597	700,128	686,679
<u>12,112,264</u>	<u>10,302,205</u>	<u>10,570,016</u>	<u>9,130,617</u>	<u>9,847,851</u>	<u>9,579,549</u>
194,374,326	174,526,274	140,195,692	85,734,775	46,272,113	50,394,399
8,565,556	7,056,881	3,234,586	1,052,962	2,309,704	2,350,302
<u>202,939,882</u>	<u>181,583,155</u>	<u>143,430,278</u>	<u>86,787,737</u>	<u>48,581,817</u>	<u>52,744,701</u>
2,343,612,217	2,223,640,203	2,022,130,470	1,831,567,960	1,759,158,106	1,792,237,563
548,285,338	510,302,728	509,326,396	503,577,362	555,799,428	543,005,241
<u>2,891,897,555</u>	<u>2,733,942,931</u>	<u>2,531,456,866</u>	<u>2,335,145,322</u>	<u>2,314,957,534</u>	<u>2,335,242,804</u>

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